

## Dan Logsdon

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**From:** DNR Environmental Review <environmentalreview@dnr.IN.gov>  
**Sent:** Friday, January 28, 2022 10:28 AM  
**To:** Dan Logsdon  
**Cc:** Gillet, Allisyn-Marie  
**Subject:** RE: ER-24127; US 231 Drainage Improvements (Des. No. 2101215) - Early Coordination Letter

Hi Dan,

The record appears [REDACTED]  
[REDACTED] That would place the nest approximately 2000 feet away from the closest point of the project area [REDACTED]. If you need additional information about this nest, feel free to reach out to Allisyn Gillet at [agillet@dnr.in.gov](mailto:agillet@dnr.in.gov) or 812-334-1137 x3400. She is our statewide bird biologist.

### JoAnne Cummings

*Assistant Environmental Biologist*  
Indiana Department of Natural Resources  
Division of Fish & Wildlife  
402 West Washington St, Room W273  
Indianapolis, IN 46204  
Phone: 317-234-2719  
[www.dnr.in.gov](http://www.dnr.in.gov)



*\* Please let us know about the quality of our service by taking this [brief customer survey](#).*

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**From:** Dan Logsdon <dlogsdon@HNTB.com>  
**Sent:** Friday, January 28, 2022 10:11 AM  
**To:** DNR Environmental Review <environmentalreview@dnr.IN.gov>  
**Cc:** Richard Connolly <rconnolly@HNTB.com>  
**Subject:** RE: ER-24127; US 231 Drainage Improvements (Des. No. 2101215) - Early Coordination Letter

JoAnne,

The early coordination response from IDNR DFW indicates an eagles nest is located within ½ mile of our project area.

As discussed, can you please let me know approximately how close (feet) the eagle nest is to our project area?

Thanks again for your help,

### Dan Logsdon

Environmental Planner III  
Tel (317) 917-5336 Cell (502) 938-8881 Email [dlogsdon@hntb.com](mailto:dlogsdon@hntb.com)

### HNTB CORPORATION

111 Monument Circle, Suite 1200, Indianapolis, IN 46204 | [www.hntb.com](http://www.hntb.com)



# Indiana Department of Environmental Management

*We Protect Hoosiers and Our Environment.*

100 N. Senate Avenue • Indianapolis, IN 46204

(800) 451-6027 • (317) 232-8603 • [www.idem.IN.gov](http://www.idem.IN.gov)

Eric J. Holcomb  
Governor

Bruno Pigott  
Commissioner

November 12, 2021

66-33  
HNTB Corporation  
Attention: Dan Logsdon  
111 Monument Circle, Suite 1200  
Indianapolis, Indiana 46204

Dear Dan Logsdon,

RE: Wellhead Protection Area  
Proximity Determination  
Des No 2101215  
US 231 HMA Overlay and Drainage  
Improvements, From 1.20 Miles South of  
State Road (SR) 64 to 0.88 Mile south of  
SR 64, Dubois County, Indiana

Upon review of the above referenced project site, it has been determined that the proposed project area **is not located within** a Wellhead Protection Area. The information is accurate to the best of our knowledge; however, there are in some cases a few factors that could impact the accuracy of this determination. Some Wellhead Protection Area Delineations have not been submitted, and many have not been approved by this office. In these cases we use a 3,000 foot fixed radius buffer to make the proximity determination. To find the status of a Public Water Supply System's (PWSS's) Wellhead Protection Area Delineation please visit our tracking database at <http://www.in.gov/idem/cleanwater/2456.htm> and scroll to the bottom of the page.

The project area **is not located within** a Source Water Assessment Area for a PWSS's surface water intake. The Source Water Assessment Area relates to the surface water drainage area that water could potentially flow and influence water quality for a PWSS's source of drinking water.

Note: the Drinking Water Branch has a self service feature which allows one to determine wellhead proximity without submitting the application form. Use the following instructions:

1. Go to <http://idemmaps.idem.in.gov/whpa2/>
2. Use the search tool located in the upper left hand corner of the application to zoom to your site of interest by way of city, county, or address; or use the mouse to click on the site of interest displayed on the map.
3. Once the site of interest has been located and selected, use the print tool to create a .pdf of a wellhead protection area proximity determination response.

In the future please consider using this self service feature if it suits your needs.

If you have any additional questions please feel free to contact me at the address above or at (317) 233-9158 and [aturnbow@idem.in.gov](mailto:aturnbow@idem.in.gov).

Sincerely,

Alisha Turnbow,  
Environmental Manager  
Ground Water Section  
Drinking Water Branch  
Office of Water Quality



Please Reduce, Reuse, Recycle



# Indiana Department of Environmental Management

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INDOT  
Kent Davis  
3650 Old US Hwy 41  
Vincennes , IN 47591  
Date

HNTB Corporation  
Dan Logsdon  
111 Monument Circle  
Indianapolis , IN 46204

To Engineers and Consultants Proposing Roadway Construction Projects:

RE: The Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) intend to proceed with a drainage correction project on US 231 in Dubois County, Indiana (Des. No. 2101215, Contract R-44035). The project is located on US 231, from 1.20 miles south of SR 64 to 0.88 mile south of SR 64 in Huntingburg, IN. More specifically, the project is in Sections 3 and 4, Township 3 South, Range 5 West in Patoka Township, as shown on the United States Geological Survey (USGS) 7.5 Huntingburg, Indiana Topographic Quadrangle. The proposed project includes drainage improvements to increase the cross section of the stream / roadside ditch and driveway culvert capacities, as well as adding areas for water detention. Six driveway culverts will be removed and replaced due to widening UNT to Bruner Creek. These structures do not have INDOT asset numbers; therefore, they have been identified as CV1-CV6 on the attached INDOT Bridge Inspection Forms. The proposed work within UNT to Bruner Creek will also require the extension of the culvert (CLV-56076) carrying UNT 1 to UNT to Bruner Creek, which crosses below US 231 and outlets into UNT to Bruner Creek. Approximately 0.950 acre of permanent right-of-way (ROW) will be required to widen UNT to Bruner Creek and install necessary water detention on the east side of US 231. Approximately 0.050 acre of temporary ROW will be required in order to reinstall residential driveways. Suitable summer habitat is located within the project area. The project will require the removal of six trees (0.54 acre) during the inactive season. The dominant tree species to be removed is Silver maple (*Acer saccharinum*). No bats or evidence of bats were observed during the September 20, 2021 field visit by HNTB. A query of the USFWS Bat Database by INDOT Environmental Services Division staff on September 8, 2021, did not identify any documented sites within 0.5 mile of the project area. Construction activities will likely increase noise above existing traffic/background levels. The project does not involve any permanent lighting modifications; however, this project will involve the use of temporary lighting. Construction is anticipated to begin in Fall 2022.

This letter from the Indiana Department of Environmental Management (IDEM) serves as a standardized response to enquiries inviting IDEM comments on roadway construction, reconstruction, or other improvement projects within existing roadway corridors when the proposed scope of the project is beneath the threshold requiring a formal National Environmental Policy Act-mandated Environmental Assessment or Environmental Impact Statement. As the letter attempts to address all roadway-related environmental topics of potential concern, it is possible that not every topic addressed in the letter will be applicable to your particular roadway project.

For additional information on specific roadway-related topics of interest, please visit the appropriate Web pages cited below, many of which provide contact information for persons within the various program areas who can answer questions not fully addressed in this letter. Also please be mindful that some environmental requirements

may be subject to change and so each person intending to include a copy of this letter in their project documentation packet is advised to download the most recently revised version of the letter; found at: <http://www.in.gov/idem/5283.htm> (<http://www.in.gov/idem/5283.htm>).

To ensure that all environmentally-related issues are adequately addressed, IDEM recommends that you read this letter in its entirety, and consider each of the following issues as you move forward with the planning of your proposed roadway construction, reconstruction, or improvement project:

## WATER AND BIOTIC QUALITY

1. Section 404 of the Clean Water Act requires that you obtain a permit from the U.S. Army Corps of Engineers (USACE) before discharging dredged or fill materials into any wetlands or other waters, such as rivers, lakes, streams, and ditches. Other activities regulated include the relocation, channelization, widening, or other such alteration of a stream, and the mechanical clearing (use of heavy construction equipment) of wetlands. Thus, as a project owner or sponsor, it is your responsibility to ensure that no wetlands are disturbed without the proper permit. Although you may initially refer to the U.S. Fish and Wildlife Service National Wetland Inventory maps as a means of identifying potential areas of concern, please be mindful that those maps do not depict jurisdictional wetlands regulated by the USACE or the Department of Environmental Management. A valid jurisdictional wetlands determination can only be made by the USACE, using the 1987 Wetland Delineation Manual.

USACE recommends that you have a consultant check to determine whether your project will abut, or lie within, a wetland area. To view a list of consultants that have requested to be included on a list posted by the USACE on their Web site, see USACE Permits and Public Notices (<http://www.lrl.usace.army.mil/orf/default.asp>) (<http://www.lrl.usace.army.mil/orf/default.asp>) and then click on "Information" from the menu on the right-hand side of that page. Their "Consultant List" is the fourth entry down on the "Information" page. Please note that the USACE posts all consultants that request to appear on the list, and that inclusion of any particular consultant on the list does not represent an endorsement of that consultant by the USACE, or by IDEM.

Much of northern Indiana (Newton, Lake, Porter, LaPorte, St. Joseph, Elkhart, LaGrange, Steuben, and Dekalb counties; large portions of Jasper, Starke, Marshall, Noble, Allen, and Adams counties; and lesser portions of Benton, White, Pulaski, Kosciusko, and Wells counties) is served by the USACE District Office in Detroit (313-226-6812). The central and southern portions of the state (large portions of Benton, White, Pulaski, Kosciusko, and Wells counties; smaller portions of Jasper, Starke, Marshall, Noble, Allen, and Adams counties; and all other Indiana counties located in north-central, central, and southern Indiana) are served by the USACE Louisville District Office (502-315-6733).

Additional information on contacting these U.S. Army Corps of Engineers (USACE) District Offices, government agencies with jurisdiction over wetlands, and other water quality issues, can be found at <http://www.in.gov/idem/4396.htm> (<http://www.in.gov/idem/4396.htm>). IDEM recommends that impacts to wetlands and other water resources be avoided to the fullest extent.

2. In the event a Section 404 wetlands permit is required from the USACE, you also must obtain a Section 401 Water Quality Certification from the IDEM Office of Water Quality Wetlands Program. To learn more about the Wetlands Program, visit: <http://www.in.gov/idem/4384.htm> (<http://www.in.gov/idem/4384.htm>).
3. If the USACE determines that a wetland or other water body is isolated and not subject to Clean Water Act regulation, it is still regulated by the state of Indiana. A State Isolated Wetland permit from IDEM's Office of Water Quality (OWQ) is required for any activity that results in the discharge of dredged or fill materials into

isolated wetlands. To learn more about isolated wetlands, contact the OWQ Wetlands Program at 317-233-8488.

4. If your project will involve over a 0.5 acre of wetland impact, stream relocation, or other large-scale alterations to water bodies such as the creation of a dam or a water diversion, you should seek additional input from the OWQ Wetlands Program staff. Consult the Web at: <http://www.in.gov/idem/4384.htm> (<http://www.in.gov/idem/4384.htm>) for the appropriate staff contact to further discuss your project.
5. Work within the one-hundred year floodway of a given water body is regulated by the Department of Natural Resources, Division of Water. The Division issues permits for activities regulated under the follow statutes:
  - IC 14-26-2 Lakes Preservation Act 312 IAC 11
  - IC 14-26-5 Lowering of Ten Acre Lakes Act No related code
  - IC 14-28-1 Flood Control Act 310 IAC 6-1
  - IC 14-29-1 Navigable Waterways Act 312 IAC 6
  - IC 14-29-3 Sand and Gravel Permits Act 312 IAC 6
  - IC 14-29-4 Construction of Channels Act No related code

For information on these Indiana (statutory) Code and Indiana Administrative Code citations, see the DNR Web site at: <http://www.in.gov/dnr/water/9451.htm> (<http://www.in.gov/dnr/water/9451.htm>) . Contact the DNR Division of Water at 317-232-4160 for further information.

The physical disturbance of the stream and riparian vegetation, especially large trees overhanging any affected water bodies should be limited to only that which is absolutely necessary to complete the project. The shade provided by the large overhanging trees helps maintain proper stream temperatures and dissolved oxygen for aquatic life.

6. For projects involving construction activity (which includes clearing, grading, excavation and other land disturbing activities) that result in the disturbance of one (1), or more, acres of total land area, contact the Office of Water Quality – Watershed Planning Branch (317/233-1864) regarding the need for of a Rule 5 Storm Water Runoff Permit. Visit the following Web page
  - <http://www.in.gov/idem/4902.htm> (<http://www.in.gov/idem/4902.htm>)

To obtain, and operate under, a Rule 5 permit you will first need to develop a Construction Plan (<http://www.in.gov/idem/4917.htm#constreq> (<http://www.in.gov/idem/4917.htm#constreq>)), and as described in 327 IAC 15-5-6.5 (<http://www.in.gov/legislative/iac/T03270/A00150> [PDF] (<http://www.in.gov/legislative/iac/T03270/A00150.PDF>), pages 16 through 19). Before you may apply for a Rule 5 Permit, or begin construction, you must submit your Construction Plan to your county Soil and Water Conservation District (SWCD) (<http://www.in.gov/isda/soil/contacts/map.html> (<http://www.in.gov/isda/soil/contacts/map.html>)).

Upon receipt of the construction plan, personnel of the SWCD or the Indiana Department of Environmental Management will review the plan to determine if it meets the requirements of 327 IAC 15-5. Plans that are deemed deficient will require re-submittal. If the plan is sufficient you will be notified and instructed to submit the verification to IDEM as part of the Rule 5 Notice of Intent (NOI) submittal. Once construction begins, staff of the SWCD or Indiana Department of Environmental Management will perform inspections of activities at the site for compliance with the regulation.

Please be mindful that approximately 149 Municipal Separate Storm Sewer System (MS4) areas are now being established by various local governmental entities throughout the state as part of the implementation of Phase II federal storm water requirements. All of these MS4 areas will eventually take responsibility for Construction Plan review, inspection, and enforcement. As these MS4 areas obtain program approval from

IDEM, they will be added to a list of MS4 areas posted on the IDEM Website at: <http://www.in.gov/idem/4900.htm> (<http://www.in.gov/idem/4900.htm>).

If your project is located in an IDEM-approved MS4 area, please contact the local MS4 program about meeting their storm water requirements. Once the MS4 approves the plan, the NOI can be submitted to IDEM.

Regardless of the size of your project, or which agency you work with to meet storm water requirements, IDEM recommends that appropriate structures and techniques be utilized both during the construction phase, and after completion of the project, to minimize the impacts associated with storm water runoff. The use of appropriate planning and site development and appropriate storm water quality measures are recommended to prevent soil from leaving the construction site during active land disturbance and for post construction water quality concerns. Information and assistance regarding storm water related to construction activities are available from the Soil and Water Conservation District (SWCD) offices in each county or from IDEM.

7. For projects involving impacts to fish and botanical resources, contact the Department of Natural Resources - Division of Fish and Wildlife (317/232-4080) for addition project input.
8. For projects involving water main construction, water main extensions, and new public water supplies, contact the Office of Water Quality - Drinking Water Branch (317-308-3299) regarding the need for permits.
9. For projects involving effluent discharges to waters of the State of Indiana , contact the Office of Water Quality - Permits Branch (317-233-0468) regarding the need for a National Pollutant Discharge Elimination System (NPDES) permit.
10. For projects involving the construction of wastewater facilities and sewer lines, contact the Office of Water Quality - Permits Branch (317-232-8675) regarding the need for permits.

## AIR QUALITY

The above-noted project should be designed to minimize any impact on ambient air quality in, or near, the project area. The project must comply with all federal and state air pollution regulations. Consideration should be given to the following:

1. Regarding open burning, and disposing of organic debris generated by land clearing activities; some types of open burning are allowed (<http://www.in.gov/idem/4148.htm> (<http://www.in.gov/idem/4148.htm>)) under specific conditions. You also can seek an open burning variance from IDEM.

However, IDEM generally recommends that you take vegetative wastes to a registered yard waste composting facility or that the waste be chipped or shredded with composting on site (you must register with IDEM if more than 2,000 pounds is to be composted; contact 317/232-0066). The finished compost can then be used as a mulch or soil amendment. You also may bury any vegetative wastes (such as leaves, twigs, branches, limbs, tree trunks and stumps) onsite, although burying large quantities of such material can lead to subsidence problems, later on.

Reasonable precautions must be taken to minimize fugitive dust emissions from construction and demolition activities. For example, wetting the area with water, constructing wind barriers, or treating dusty areas with chemical stabilizers (such as calcium chloride or several other commercial products). Dirt tracked onto paved roads from unpaved areas should be minimized.

Additionally, if construction or demolition is conducted in a wooded area where blackbirds have roosted or abandoned buildings or building sections in which pigeons or bats have roosted for 3-5 years precautionary measures should be taken to avoid an outbreak of histoplasmosis. This disease is caused by the fungus *Histoplasma capsulatum*, which stems from bird or bat droppings that have accumulated in one area for 3-5 years. The spores from this fungus become airborne when the area is disturbed and can cause infections over an entire community downwind of the site. The area should be wetted down prior to cleanup or demolition of the project site. For more detailed information on histoplasmosis prevention and control, please contact the Acute Disease Control Division of the Indiana State Department of Health at (317) 233-7272.

2. The U.S. EPA and the Surgeon General recommend that people not have long-term exposure to radon at levels above 4 pCi/L. (For a county-by-county map of predicted radon levels in Indiana, visit: <http://www.in.gov/idem/4145.htm> (<http://www.in.gov/idem/4145.htm>).

The U.S. EPA further recommends that all homes (and apartments within three stories of ground level) be tested for radon. If in-home radon levels are determined to be 4 pCi/L, or higher, EPA recommends a follow-up test. If the second test confirms that radon levels are 4 pCi/L, or higher, EPA recommends the installation of radon-reduction measures. (For a list of qualified radon testers and radon mitigation (or reduction) specialists visit: [http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon\\_testers\\_mitigators\\_list.pdf](http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf) ([http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon\\_testers\\_mitigators\\_list.pdf](http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf))). It also is recommended that radon reduction measures be built into all new homes, particularly in areas like Indiana that have moderate to high predicted radon levels.

To learn more about radon, radon risks, and ways to reduce exposure visit:

<http://www.in.gov/isdh/regsvcs/radhealth/radon.htm> (<http://www.in.gov/isdh/regsvcs/radhealth/radon.htm>), <http://www.in.gov/idem/4145.htm> (<http://www.in.gov/idem/4145.htm>), or <http://www.epa.gov/radon/index.html> (<http://www.epa.gov/radon/index.html>).

3. With respect to asbestos removal: all facilities slated for renovation or demolition (except residential buildings that have (4) four or fewer dwelling units and which will not be used for commercial purposes) must be inspected by an Indiana-licensed asbestos inspector prior to the commencement of any renovation or demolition activities. If regulated asbestos-containing material (RACM) that may become airborne is found, any subsequent demolition, renovation, or asbestos removal activities must be performed in accordance with the proper notification and emission control requirements.

If no asbestos is found where a renovation activity will occur, or if the renovation involves removal of less than 260 linear feet of RACM off of pipes, less than 160 square feet of RACM off of other facility components, or less than 35 cubic feet of RACM off of all facility components, the owner or operator of the project does not need to notify IDEM before beginning the renovation activity.

For questions on asbestos demolition and renovation activities, you can also call IDEM's Lead/Asbestos section at 1-888-574-8150.

However, in all cases where a demolition activity will occur (even if no asbestos is found), the owner or operator must still notify IDEM 10 working days prior to the demolition, using the form found at <http://www.in.gov/icpr/webfile/formsdiv/44593.pdf> (<http://www.in.gov/icpr/webfile/formsdiv/44593.pdf>).

Anyone submitting a renovation/demolition notification form will be billed a notification fee based upon the amount of friable asbestos containing material to be removed or demolished. Projects that involve the removal of more than 2,600 linear feet of friable asbestos containing materials on pipes, or 1,600 square feet or 400 cubic feet of friable asbestos containing material on other facility components, will be billed a fee

of \$150 per project; projects below these amounts will be billed a fee of \$50 per project. All notification remitters will be billed on a quarterly basis.

For more information about IDEM policy regarding asbestos removal and disposal, visit:  
<http://www.in.gov/idem/4983.htm> (<http://www.in.gov/idem/4983.htm>).

4. With respect to lead-based paint removal: IDEM encourages all efforts to minimize human exposure to lead-based paint chips and dust. IDEM is particularly concerned that young children exposed to lead can suffer from learning disabilities. Although lead-based paint abatement efforts are not mandatory, any abatement that is conducted within housing built before January 1, 1978, or a child-occupied facility is required to comply with all lead-based paint work practice standards, licensing and notification requirements. For more information about lead-based paint removal visit: <http://www.in.gov/isdh/19131.htm> (<http://www.in.gov/isdh/19131.htm>).
5. Ensure that asphalt paving plants are permitted and operate properly. The use of cutback asphalt, or asphalt emulsion containing more than seven percent (7%) oil distillate, is prohibited during the months April through October. See 326 IAC 8-5-2, Asphalt Paving Rule (<http://www.ai.org/legislative/iac/T03260/A00080.PDF> (<http://www.ai.org/legislative/iac/T03260/A00080.PDF>)).
6. If your project involves the construction of a new source of air emissions or the modification of an existing source of air emissions or air pollution control equipment, it will need to be reviewed by the IDEM Office of Air Quality (OAQ). A registration or permit may be required under 326 IAC 2 (View at: [www.ai.org/legislative/iac/t03260/a00020.pdf](http://www.ai.org/legislative/iac/t03260/a00020.pdf) (<http://www.ai.org/legislative/iac/t03260/a00020.pdf>)). New sources that use or emit hazardous air pollutants may be subject to Section 112 of the Clean Air Act and corresponding state air regulations governing hazardous air pollutants.
7. For more information on air permits visit: <http://www.in.gov/idem/4223.htm> (<http://www.in.gov/idem/4223.htm>), or to initiate the IDEM air permitting process, please contact the Office of Air Quality Permit Reviewer of the Day at (317) 233-0178 or OAMPROD atdem.state.in.us.

## LAND QUALITY

In order to maintain compliance with all applicable laws regarding contamination and/or proper waste disposal, IDEM recommends that:

1. If the site is found to contain any areas used to dispose of solid or hazardous waste, you need to contact the Office of Land Quality (OLQ) at 317-308-3103.
2. All solid wastes generated by the project, or removed from the project site, need to be taken to a properly permitted solid waste processing or disposal facility. For more information, visit <http://www.in.gov/idem/4998.htm> (<http://www.in.gov/idem/4998.htm>).
3. If any contaminated soils are discovered during this project, they may be subject to disposal as hazardous waste. Please contact the OLQ at 317-308-3103 to obtain information on proper disposal procedures.
4. If PCBs are found at this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding management of any PCB wastes from this site.
5. If there are any asbestos disposal issues related to this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding the management of asbestos wastes (Asbestos removal is addressed above, under Air Quality).

6. If the project involves the installation or removal of an underground storage tank, or involves contamination from an underground storage tank, you must contact the IDEM Underground Storage Tank program at 317/308-3039. See: <http://www.in.gov/idem/4999.htm> (<http://www.in.gov/idem/4999.htm>).

## FINAL REMARKS

Should you need to obtain any environmental permits in association with this proposed project, please be mindful that IC 13-15-8 requires that you notify all adjoining property owners and/or occupants within ten days your submittal of each permit application. However, if you are seeking multiple permits, you can still meet the notification requirement with a single notice if all required permit applications are submitted with the same ten day period.

Should the scope of the proposed project be expanded to the extent that a National Environmental Policy Act Environmental Assessment (EA) or Environmental Impact Statement (EIS) is required, IDEM will actively participate in any early interagency coordination review of the project.

Meanwhile, please note that this letter does not constitute a permit, license, endorsement or any other form of approval on the part of the Indiana Department of Environmental Management regarding any project for which a copy of this letter is used. Also note that it is the responsibility of the project engineer or consultant using this letter to ensure that the most current draft of this document, which is located at <http://www.in.gov/idem/5284.htm> (<http://www.in.gov/idem/5284.htm>), is used.

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## Signature(s) of the Applicant

I acknowledge that the following proposed roadway project will be financed in part, or in whole, by public monies.

## Project Description

The Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) intend to proceed with a drainage correction project on US 231 in Dubois County, Indiana (Des. No. 2101215, Contract R-44035). The project is located on US 231, from 1.20 miles south of SR 64 to 0.88 mile south of SR 64 in Huntingburg, IN. More specifically, the project is in Sections 3 and 4, Township 3 South, Range 5 West in Patoka Township, as shown on the United States Geological Survey (USGS) 7.5 Huntingburg, Indiana Topographic Quadrangle. The proposed project includes drainage improvements to increase the cross section of the stream / roadside ditch and driveway culvert capacities, as well as adding areas for water detention. Six driveway culverts will be removed and replaced due to widening UNT to Bruner Creek. These structures do not have INDOT asset numbers; therefore, they have been identified as CV1-CV6 on the attached INDOT Bridge Inspection Forms. The proposed work within UNT to Bruner Creek will also require the extension of the culvert (CLV-56076) carrying UNT 1 to UNT to Bruner Creek, which crosses below US 231 and outlets into UNT to Bruner Creek. Approximately 0.950 acre of permanent right-of-way (ROW) will be required to widen UNT to Bruner Creek and install necessary water detention on the east side of US 231. Approximately 0.050 acre of temporary ROW will be required in order to reinstall residential driveways. Suitable summer habitat is located within the project area. The project will require the removal of six trees (0.54 acre) during the inactive season. The dominant tree species to be removed is Silver maple (*Acer saccharinum*). No bats or evidence of bats were observed during the September 20, 2021 field visit by HNTB. A query of the USFWS Bat Database by INDOT Environmental Services Division staff on September 8, 2021, did not identify any documented sites within 0.5 mile of the project area. Construction activities will likely

increase noise above existing traffic/background levels. The project does not involve any permanent lighting modifications; however, this project will involve the use of temporary lighting. Construction is anticipated to begin in Fall 2022.

With my signature, I do hereby affirm that I have read the letter from the Indiana Department of Environment that appears directly above. In addition, I understand that in order to complete that project in which I am interested, with a minimum of impact to the environment, I must consider all the issues addressed in the aforementioned letter, and further, that I must obtain any required permits.

Date: 01/20/2022

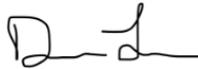
Signature of the INDOT  
Project Engineer or Other Responsible Agent



Kent Davis

Date: 1/24/2022

Signature of the  
For Hire Consultant



Dan Logsdon

## Organization and Project Information

**Project ID:**  
**Des. ID:** 2101215  
**Project Title:** US 231 Drainage Improvements  
**Name of Organization:** HNTB Corporation  
**Requested by:** Dan Logsdon

## Environmental Assessment Report

1. Geological Hazards:
  - None documented in the area
2. Mineral Resources:
  - Bedrock Resource: High Potential
  - Sand and Gravel Resource: None documented in the area
3. Active or abandoned mineral resources extraction sites:
  - Petroleum Exploration Wells
  - Surface Coal Mines

\*All map layers from Indiana Map ([maps.indiana.edu](http://maps.indiana.edu))

### **DISCLAIMER:**

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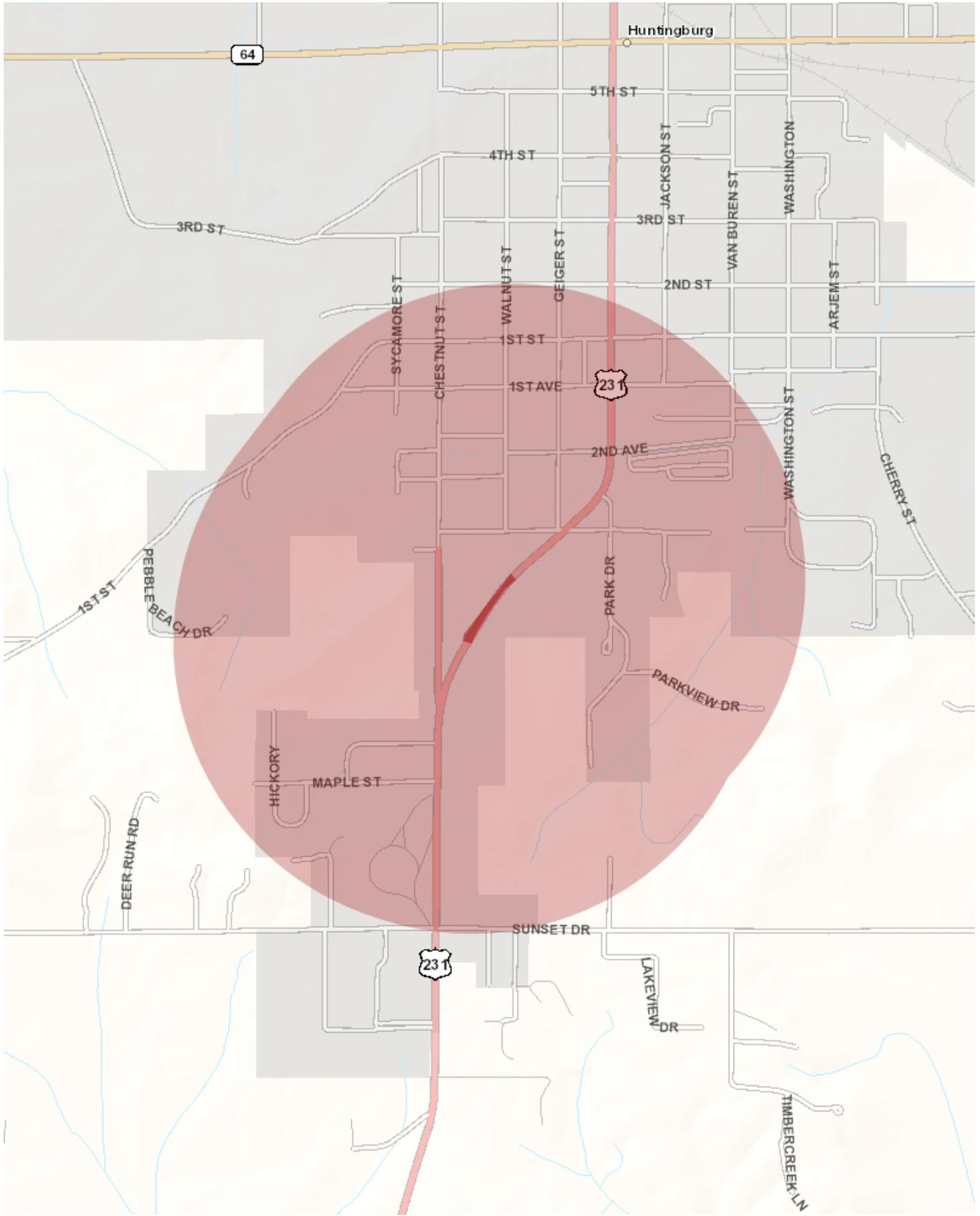
This information was furnished by Indiana Geological Survey

Address: 1001 E. 10th St., Bloomington, IN 47405

Email: [IGSEnvir@indiana.edu](mailto:IGSEnvir@indiana.edu)

Phone: 812 855-7428

Date: January 24, 2022



## Dan Logsdon

---

**From:** Courtade, Julian <JCourtade@indot.IN.gov>  
**Sent:** Monday, July 18, 2022 8:02 AM  
**To:** Dan Logsdon  
**Subject:** RE: US 231 Drainage Improvements (Des. No. 2101215) - Early Coordination Letter

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Dan –

After reviewing the Early Coordination Letter, I have determined that if any object, obstruction, or equipment will exceed 124 ft. in height, further coordination will be required with our office and the FAA. This is due to the close proximity of Huntingburg Airport and the need for any obstructions within 5 miles to meet a 100:1 glideslope to the nearest runway according to 14 CFR Part 77 standards. You can find these standards and information on filing at the website below:

<https://oeaaa.faa.gov/oeaaa/external/portal.jsp>

Please let me know if you have any questions!

Best,

**Julian L. Courtade**  
**Chief Airport Inspector**  
100 North Senate Ave, N758-MM  
Indianapolis, IN 46204  
**Cell:** (317) 954-7385  
**Email:** [jcourtade@indot.in.gov](mailto:jcourtade@indot.in.gov)





## United States Department of the Interior



### FISH AND WILDLIFE SERVICE

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

Phone: (812) 334-4261 Fax: (812) 334-4273

<http://www.fws.gov/midwest/Endangered/section7/s7process/step1.html>

In Reply Refer To:

January 19, 2022

Consultation Code: 03E12000-2022-SLI-0745

Event Code: 03E12000-2022-E-03618

Project Name: US 231 Drainage Improvements - Des. No. 2101215

Subject: Updated list of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The attached species list identifies any federally threatened, endangered, proposed and candidate species that may occur within the boundary of your proposed project or may be affected by your proposed project. The list also includes designated critical habitat if present within your proposed project area or affected by your project. This list is provided to you as the initial step of the consultation process required under section 7(c) of the Endangered Species Act, also referred to as Section 7 Consultation.

Section 7 of the Endangered Species Act of 1973 requires that actions authorized, funded, or carried out by Federal agencies not jeopardize federally threatened or endangered species or adversely modify designated critical habitat. To fulfill this mandate, Federal agencies (or their designated non-federal representative) must consult with the Service if they determine their project “may affect” listed species or critical habitat.

Under 50 CFR 402.12(e) (the regulations that implement Section 7 of the Endangered Species Act) the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally. You may verify the list by visiting the ECOS-IPaC website <http://ecos.fws.gov/ipac/> at regular intervals during project planning and implementation and completing the same process you used to receive the attached list. As an alternative, you may contact this Ecological Services Field Office for updates.

Please use the species list provided and visit the U.S. Fish and Wildlife Service’s Region 3 Section 7 Technical Assistance website at - <http://www.fws.gov/midwest/endangered/section7/s7process/index.html>. This website contains step-by-step instructions which will help you determine if your project will have an adverse effect on listed species and will help lead you through the Section 7 process.

For all **wind energy projects** and **projects that include installing towers that use guy wires or are over 200 feet in height**, please contact this field office directly for assistance, even if no federally listed plants, animals or critical habitat are present within your proposed project or may be affected by your proposed project.

Although no longer protected under the Endangered Species Act, be aware that bald eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*) and Migratory Bird Treaty Act (16 U.S.C. 703 *et seq.*), as are golden eagles. Projects affecting these species may require measures to avoid harming eagles or may require a permit. If your project is near an eagle nest or winter roost area, see our Eagle Permits website at <http://www.fws.gov/midwest/midwestbird/EaglePermits/index.html> to help you determine if you can avoid impacting eagles or if a permit may be necessary.

We appreciate your concern for threatened and endangered species. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

## Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

**Indiana Ecological Services Field Office**

620 South Walker Street

Bloomington, IN 47403-2121

(812) 334-4261

## Project Summary

Consultation Code: 03E12000-2022-SLI-0745  
Event Code: Some(03E12000-2022-E-03618)  
Project Name: US 231 Drainage Improvements - Des. No. 2101215  
Project Type: TRANSPORTATION  
Project Description: The Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) intend to proceed with a drainage correction project on US 231 in Dubois County, Indiana (Des. No. 2101215, Contract R-44035). The project is located on US 231, from 1.20 miles south of SR 64 to 0.88 mile south of SR 64 in Huntingburg, IN. More specifically, the project is in Sections 3 and 4, Township 3 South, Range 5 West in Patoka Township, as shown on the United States Geological Survey (USGS) 7.5 Huntingburg, Indiana Topographic Quadrangle.

The proposed project includes drainage improvements to increase the cross section of the stream / roadside ditch and driveway culvert capacities, as well as adding areas for water detention. Six driveway culverts will be removed and replaced due to widening UNT to Bruner Creek. These structures do not have INDOT asset numbers; therefore, they have been identified as CV1-CV6 on the attached INDOT Bridge Inspection Forms. The proposed work within UNT to Bruner Creek will also require the extension of the culvert (CLV-56076) carrying UNT 1 to UNT to Bruner Creek, which crosses below US 231 and outlets into UNT to Bruner Creek.

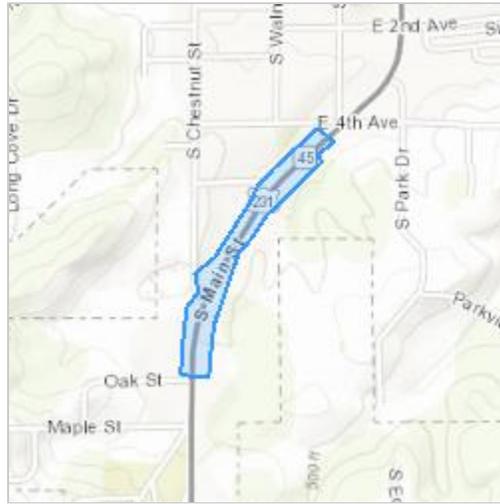
Approximately 0.950 acre of permanent right-of-way (ROW) will be required to widen UNT to Bruner Creek and install necessary water detention on the east side of US 231. Approximately 0.050 acre of temporary ROW will be required in order to reinstall residential driveways. Suitable summer habitat is located within the project area. The project will require the removal of six trees (0.54 acre) during the inactive season. The dominant tree species to be removed is Silver maple (*Acer saccharinum*).

No bats or evidence of bats were observed during the September 20, 2021 field visit by HNTB. A query of the USFWS Bat Database by INDOT Environmental Services Division staff on September 8, 2021, did not identify any documented sites within 0.5 mile of the project area.

Construction activities will likely increase noise above existing traffic/background levels. The project does not involve any permanent lighting modifications; however, this project will involve the use of temporary lighting. Construction is anticipated to begin in Fall 2022.

**Project Location:**

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@38.28398385,-86.96003979172798,14z>



Counties: Dubois County, Indiana

## Endangered Species Act Species

There is a total of 3 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Note that 1 of these species should be considered only under certain conditions.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries<sup>1</sup>, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

- 
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

### Mammals

NAME	STATUS
Indiana Bat <i>Myotis sodalis</i> There is <b>final</b> critical habitat for this species. The location of the critical habitat is not available. Species profile: <a href="https://ecos.fws.gov/ecp/species/5949">https://ecos.fws.gov/ecp/species/5949</a>	Endangered
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. This species only needs to be considered under the following conditions: <ul style="list-style-type: none"> <li>▪ Incidental take of the NLEB is not prohibited here. Federal agencies may consult using the 4(d) rule streamlined process. Transportation projects may consult using the programmatic process. See <a href="http://www.fws.gov/midwest/endangered/mammals/nleb/index.html">www.fws.gov/midwest/endangered/mammals/nleb/index.html</a></li> </ul> Species profile: <a href="https://ecos.fws.gov/ecp/species/9045">https://ecos.fws.gov/ecp/species/9045</a>	Threatened

### Insects

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/9743">https://ecos.fws.gov/ecp/species/9743</a>	Candidate

### Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

## Caroline Tegeler

---

**From:** Wright, Kristy <KWright@indot.IN.gov>  
**Sent:** Wednesday, September 8, 2021 3:51 PM  
**To:** Caroline Tegeler; Falls, Ryan G  
**Subject:** RE: USFWS Bat Database Check - US 231 HMA Overlay and Drainage Improvements - Des. No. 2101215

September 8, 2021

RE: DES 2101215 US 231

I have conducted a check of the USFWS confidential bat database for Des No. 2101215 and the results are stated below.

A review of the USFWS database did not indicate the presence of endangered bat species in or within 0.5-mile of the project area. The Rangewide Programmatic Consultation for the Indiana bat and northern long-eared bat will be completed according to the most recent "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects," which is located on the INDOT Environmental Policy website.



*Kristy Wright*

**Kristy M. Wright, Environmental Manager II**  
**Capital Program Management- Environmental Section**  
3650 South U.S. Highway 41  
Vincennes, IN 47591  
**Email:** [kwright@indot.IN.gov](mailto:kwright@indot.IN.gov)

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**From:** Caroline Tegeler <ctegeler@HNTB.com>  
**Sent:** Wednesday, September 08, 2021 1:16 PM  
**To:** Falls, Ryan G <RFalls@indot.IN.gov>  
**Cc:** Wright, Kristy <KWright@indot.IN.gov>  
**Subject:** USFWS Bat Database Check - US 231 HMA Overlay and Drainage Improvements - Des. No. 2101215

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## United States Department of the Interior



### FISH AND WILDLIFE SERVICE

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

Phone: (812) 334-4261 Fax: (812) 334-4273

<http://www.fws.gov/midwest/Endangered/section7/s7process/step1.html>

In Reply Refer To:

January 19, 2022

Consultation code: 03E12000-2022-I-0745

Event Code: 03E12000-2022-E-03638

Project Name: US 231 Drainage Improvements - Des. No. 2101215

Subject: Concurrence verification letter for the 'US 231 Drainage Improvements - Des. No. 2101215' project under the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request to verify that the **US 231 Drainage Improvements - Des. No. 2101215** (Proposed Action) may rely on the concurrence provided in the February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C 1531 *et seq.*).

Based on the information you provided (Project Description shown below), you have determined that the Proposed Action is within the scope and adheres to the criteria of the PBO, including the adoption of applicable avoidance and minimization measures, and may affect, but is not likely to adversely affect (NLAA) the endangered Indiana bat (*Myotis sodalis*) and/or the threatened Northern long-eared bat (*Myotis septentrionalis*).

The Service has 14 calendar days to notify the lead Federal action agency or designated non-federal representative if we determine that the Proposed Action does not meet the criteria for a NLAA determination under the PBO. If we do not notify the lead Federal action agency or designated non-federal representative within that timeframe, you may proceed with the Proposed Action under the terms of the NLAA concurrence provided in the PBO. This verification period allows Service Field Offices to apply local knowledge to implementation of the PBO, as we may identify a small subset of actions having impacts that were unanticipated. In such instances, Service Field Offices may request additional information that is necessary to verify inclusion of the proposed action under the PBO.

**For Proposed Actions that include bridge/structure removal, replacement, and/or maintenance activities:** If your initial bridge/structure assessments failed to detect Indiana bats, but you later detect bats during construction, please submit the Post Assessment Discovery of Bats at Bridge/Structure Form (User Guide Appendix E) to this Service Office. In these instances, potential incidental take of Indiana bats may be exempted provided that the take is reported to the Service.

If the Proposed Action is modified, or new information reveals that it may affect the Indiana bat and/or Northern long-eared bat in a manner or to an extent not considered in the PBO, further review to conclude the requirements of ESA Section 7(a)(2) may be required. If the Proposed Action may affect any other federally-listed or proposed species, and/or any designated critical habitat, additional consultation between the lead Federal action agency and this Service Office is required. If the proposed action has the potential to take bald or golden eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act may also be required. In either of these circumstances, please contact this Service Office.

The following species may occur in your project area and **are not** covered by this determination:

- Monarch Butterfly *Danaus plexippus* Candidate

## Project Description

The following project name and description was collected in IPaC as part of the endangered species review process.

### **Name**

US 231 Drainage Improvements - Des. No. 2101215

### **Description**

The Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) intend to proceed with a drainage correction project on US 231 in Dubois County, Indiana (Des. No. 2101215, Contract R-44035). The project is located on US 231, from 1.20 miles south of SR 64 to 0.88 mile south of SR 64 in Huntingburg, IN. More specifically, the project is in Sections 3 and 4, Township 3 South, Range 5 West in Patoka Township, as shown on the United States Geological Survey (USGS) 7.5 Huntingburg, Indiana Topographic Quadrangle.

The proposed project includes drainage improvements to increase the cross section of the stream / roadside ditch and driveway culvert capacities, as well as adding areas for water detention. Six driveway culverts will be removed and replaced due to widening UNT to Bruner Creek. These structures do not have INDOT asset numbers; therefore, they have been identified as CV1-CV6 on the attached INDOT Bridge Inspection Forms. The proposed work within UNT to Bruner Creek will also require the extension of the culvert (CLV-56076) carrying UNT 1 to UNT to Bruner Creek, which crosses below US 231 and outlets into UNT to Bruner Creek.

Approximately 0.950 acre of permanent right-of-way (ROW) will be required to widen UNT to Bruner Creek and install necessary water detention on the east side of US 231. Approximately 0.050 acre of temporary ROW will be required in order to reinstall residential driveways. Suitable summer habitat is located within the project area. The project will require the removal of six trees (0.54 acre) during the inactive season. The dominant tree species to be removed is Silver maple (*Acer saccharinum*).

No bats or evidence of bats were observed during the September 20, 2021 field visit by HNTB. A query of the USFWS Bat Database by INDOT Environmental Services Division staff on September 8, 2021, did not identify any documented sites within 0.5 mile of the project area.

Construction activities will likely increase noise above existing traffic/background levels. The project does not involve any permanent lighting modifications; however, this project will involve the use of temporary lighting. Construction is anticipated to begin in Fall 2022.

## Determination Key Result

Based on your answers provided, this project(s) may affect, but is not likely to adversely affect the endangered Indiana bat and/or the threatened Northern long-eared bat, therefore, consultation with the U.S. Fish and Wildlife Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended 16 U.S.C. 1531 *et seq.*) is required. However, also based on your answers provided, this project may rely on the concurrence provided in the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

## Qualification Interview

1. Is the project within the range of the Indiana bat<sup>[1]</sup>?

[1] See [Indiana bat species profile](#)

**Automatically answered**

Yes

2. Is the project within the range of the Northern long-eared bat<sup>[1]</sup>?

[1] See [Northern long-eared bat species profile](#)

**Automatically answered**

Yes

3. Which Federal Agency is the lead for the action?

*A) Federal Highway Administration (FHWA)*

4. Are *all* project activities limited to non-construction<sup>[1]</sup> activities only? (examples of non-construction activities include: bridge/abandoned structure assessments, surveys, planning and technical studies, property inspections, and property sales)

[1] Construction refers to activities involving ground disturbance, percussive noise, and/or lighting.

No

5. Does the project include *any* activities that are **greater than** 300 feet from existing road/rail surfaces<sup>[1]</sup>?

[1] Road surface is defined as the actively used [e.g. motorized vehicles] driving surface and shoulders [may be pavement, gravel, etc.] and rail surface is defined as the edge of the actively used rail ballast.

No

6. Does the project include *any* activities **within** 0.5 miles of a known Indiana bat and/or NLEB hibernaculum<sup>[1]</sup>?

[1] For the purpose of this consultation, a hibernaculum is a site, most often a cave or mine, where bats hibernate during the winter (see suitable habitat), but could also include bridges and structures if bats are found to be hibernating there during the winter.

No

7. Is the project located **within** a karst area?

Yes

8. Will the project include *any* type of activity that could impact a **known** hibernaculum<sup>[1]</sup>, or impact a karst feature (e.g., sinkhole, losing stream, or spring) that could result in effects to a **known** hibernaculum?

[1] For the purpose of this consultation, a hibernaculum is a site, most often a cave or mine, where bats hibernate during the winter (see suitable habitat), but could also include bridges and structures if bats are found to be hibernating there during the winter.

No

9. Is there *any* suitable<sup>[1]</sup> summer habitat for Indiana Bat or NLEB **within** the project action area<sup>[2]</sup>? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

[2] The action area is defined as all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action (50 CFR Section 402.02). Further clarification is provided by the [national consultation FAQs](#).

Yes

10. Will the project remove *any* suitable summer habitat<sup>[1]</sup> and/or remove/trim any existing trees **within** suitable summer habitat?

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

Yes

11. Will the project clear more than 20 acres of suitable habitat per 5-mile section of road/rail?

No

12. Have presence/probable absence (P/A) summer surveys<sup>[1][2]</sup> been conducted<sup>[3][4]</sup> **within** the suitable habitat located within your project action area?

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

[2] Presence/probable absence summer surveys conducted within the fall swarming/spring emergence home range of a documented Indiana bat hibernaculum (contact local Service Field Office for appropriate distance from hibernacula) that result in a negative finding requires additional consultation with the local Service Field Office to determine if clearing of forested habitat is appropriate and/or if seasonal clearing restrictions are needed to avoid and minimize potential adverse effects on fall swarming and spring emerging Indiana bats.

[3] For projects within the range of either the Indiana bat or NLEB in which suitable habitat is present, and no bat surveys have been conducted, the transportation agency will assume presence of the appropriate species. This assumption of presence should be based upon the presence of suitable habitat and the capability of bats to occupy it because of their mobility.

[4] Negative presence/probable absence survey results obtained using the [summer survey guidance](#) are valid for a minimum of two years from the completion of the survey unless new information (e.g., other nearby surveys) suggest otherwise.

No

13. Does the project include activities **within documented Indiana bat habitat**<sup>[1][2]</sup>?

[1] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry triangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

[2] For the purposes of this key, we are considering documented corridors as that where Indiana bats and/or NLEB have actually been captured and tracked to using (1) radio telemetry; or (2) treed corridors located directly between documented roosting and foraging habitat.

*No*

14. Will the removal or trimming of habitat or trees occur **within** suitable but **undocumented Indiana bat** roosting/foraging habitat or travel corridors?

*Yes*

15. What time of year will the removal or trimming of habitat or trees **within** suitable but **undocumented Indiana bat** roosting/foraging habitat or travel corridors occur<sup>[1]</sup>?

[1] Coordinate with the local Service Field Office for appropriate dates.

*B) During the inactive season*

16. Does the project include activities **within documented NLEB habitat**<sup>[1][2]</sup>?

[1] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry triangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

[2] For the purposes of this key, we are considering documented corridors as that where Indiana bats and/or NLEB have actually been captured and tracked to using (1) radio telemetry; or (2) treed corridors located directly between documented roosting and foraging habitat.

*No*

17. Will the removal or trimming of habitat or trees occur **within** suitable but **undocumented NLEB** roosting/foraging habitat or travel corridors?

*Yes*

18. What time of year will the removal or trimming of habitat or trees **within** suitable but **undocumented NLEB** roosting/foraging habitat or travel corridors occur?

*B) During the inactive season*

19. Will *any* tree trimming or removal occur **within** 100 feet of existing road/rail surfaces?

*Yes*

20. Will *any* tree trimming or removal occur **between** 100-300 feet of existing road/rail surfaces?

*No*

21. Are *all* trees that are being removed clearly demarcated?  
*Yes*
22. Will the removal of habitat or the removal/trimming of trees include installing new or replacing existing **permanent** lighting?  
*No*
23. Does the project include wetland or stream protection activities associated with compensatory wetland mitigation?  
*No*
24. Does the project include slash pile burning?  
*No*
25. Does the project include *any* bridge removal, replacement, and/or maintenance activities (e.g., any bridge repair, retrofit, maintenance, and/or rehabilitation work)?  
*Yes*
26. Is there *any* suitable habitat<sup>[1]</sup> for Indiana bat or NLEB **within** 1,000 feet of the bridge? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

[1] See the Service's current [summer survey guidance](#) for our current definitions of suitable habitat.

*Yes*

27. Has a bridge assessment<sup>[1]</sup> been conducted **within** the last 24 months<sup>[2]</sup> to determine if the bridge is being used by bats?

[1] See [User Guide Appendix D](#) for bridge/structure assessment guidance

[2] Assessments must be completed no more than 2 years prior to conducting any work below the deck surface on all bridges that meet the physical characteristics described in the Programmatic Consultation, regardless of whether assessments have been conducted in the past. Due to the transitory nature of bat use, a negative result in one year does not guarantee that bats will not use that bridge/structure in subsequent years.

Yes

#### **SUBMITTED DOCUMENTS**

- *CLV-56076\_Printed.pdf* <https://ecos.fws.gov/ipac/project/JWSSMBJYZJFC3HWQ5MOIFOMVYA/projectDocuments/108876920>
- *CV1\_Printed.pdf* <https://ecos.fws.gov/ipac/project/JWSSMBJYZJFC3HWQ5MOIFOMVYA/projectDocuments/108857408>
- *CV2\_Printed.pdf* <https://ecos.fws.gov/ipac/project/JWSSMBJYZJFC3HWQ5MOIFOMVYA/projectDocuments/108857409>
- *CV3\_Printed.pdf* <https://ecos.fws.gov/ipac/project/JWSSMBJYZJFC3HWQ5MOIFOMVYA/projectDocuments/108857410>
- *CV5\_Printed.pdf* <https://ecos.fws.gov/ipac/project/JWSSMBJYZJFC3HWQ5MOIFOMVYA/projectDocuments/108857459>
- *CV4\_Printed.pdf* <https://ecos.fws.gov/ipac/project/JWSSMBJYZJFC3HWQ5MOIFOMVYA/projectDocuments/108857460>
- *CV6\_Printed.pdf* <https://ecos.fws.gov/ipac/project/JWSSMBJYZJFC3HWQ5MOIFOMVYA/projectDocuments/108857461>

28. Did the bridge assessment detect *any* signs of Indiana bats and/or NLEBs roosting in/under the bridge (bats, guano, etc.)<sup>[1]</sup>?

[1] If bridge assessment detects signs of *any* species of bats, coordination with the local FWS office is needed to identify potential threatened or endangered bat species. Additional studies may be undertaken to try to identify which bat species may be utilizing the bridge prior to allowing *any* work to proceed.

Note: There is a small chance bridge assessments for bat occupancy do not detect bats. Should a small number of bats be observed roosting on a bridge just prior to or during construction, such that take is likely to occur or does occur in the form of harassment, injury or death, the PBO requires the action agency to report the take. Report all unanticipated take within 2 working days of the incident to the USFWS. Construction activities may continue without delay provided the take is reported to the USFWS and is limited to 5 bats per project.

No

29. Will the bridge removal, replacement, and/or maintenance activities include installing new or replacing existing **permanent** lighting?

No

30. Does the project include the removal, replacement, and/or maintenance of *any* structure other than a bridge? (e.g., rest areas, offices, sheds, outbuildings, barns, parking garages, etc.)

No

31. Will the project involve the use of **temporary** lighting *during* the active season?

Yes

32. Is there *any* suitable habitat **within** 1,000 feet of the location(s) where **temporary** lighting will be used?

Yes

33. Will the project install new or replace existing **permanent** lighting?

No

34. Does the project include percussives or other activities (**not including tree removal/trimming or bridge/structure work**) that will increase noise levels above existing traffic/background levels?

Yes

35. Will the activities that use percussives (**not including tree removal/trimming or bridge/structure work**) and/or increase noise levels above existing traffic/background levels be conducted *during* the active season<sup>[1]</sup>?

[1] Coordinate with the local Service Field Office for appropriate dates.

Yes

36. Will *any* activities that use percussives (**not including tree removal/trimming or bridge/structure work**) and/or increase noise levels above existing traffic/background levels be conducted *during* the inactive season<sup>[1]</sup>?

[1] Coordinate with the local Service Field Office for appropriate dates.

*Yes*

37. Are *all* project activities that are **not associated with** habitat removal, tree removal/trimming, bridge and/or structure activities, temporary or permanent lighting, or use of percussives, limited to actions that DO NOT cause any additional stressors to the bat species?

Examples: lining roadways, unlighted signage , rail road crossing signals, signal lighting, and minor road repair such as asphalt fill of potholes, etc.

*Yes*

38. Will the project raise the road profile **above the tree canopy**?

*No*

39. Are the project activities that use percussives (not including tree removal/trimming or bridge/structure work) consistent with a Not Likely to Adversely Affect determination in this key?

**Automatically answered**

*Yes, because the activities are within 300 feet of the existing road/rail surface, greater than 0.5 miles from a hibernacula, and conducted during the active season within undocumented habitat.*

40. Are the project activities that use percussives (not including tree removal/trimming or bridge/structure work) and/or increase noise levels above existing traffic/background levels consistent with a No Effect determination in this key?

**Automatically answered**

*Yes, because the activities are within 300 feet of the existing road/rail surface, greater than 0.5 miles from a hibernacula, and conducted during the inactive season*

41. Is the habitat removal portion of this project consistent with a Not Likely to Adversely Affect determination in this key?

**Automatically answered**

*Yes, because the tree removal/trimming that occurs outside of the Indiana bat's active season occurs greater than 0.5 miles from the nearest hibernaculum, is less than 100 feet from the existing road/rail surface, includes clear demarcation of the trees that are to be removed, and does not alter documented roosts and/or surrounding summer habitat within 0.25 miles of a documented roost.*

42. Is the habitat removal portion of this project consistent with a Not Likely to Adversely Affect determination in this key?

**Automatically answered**

*Yes, because the tree removal/trimming that occurs outside of the NLEB's active season occurs greater than 0.5 miles from the nearest hibernaculum, is less than 100 feet from the existing road/rail surface, includes clear demarcation of the trees that are to be removed, and does not alter documented roosts and/or surrounding summer habitat within 0.25 miles of a documented roost.*

43. Is the bridge removal, replacement, or maintenance activities portion of this project consistent with a No Effect determination in this key?

**Automatically answered**

*Yes, because the bridge has been assessed using the criteria documented in the BA and no signs of bats were detected*

44. **General AMM 1**

Will the project ensure *all* operators, employees, and contractors working in areas of known or presumed bat habitat are aware of *all* FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable Avoidance and Minimization Measures?

*Yes*

45. **Hibernacula AMM 1**

Will the project ensure that on-site personnel will use best management practices<sup>[1]</sup>, secondary containment measures, or other standard spill prevention and countermeasures to avoid impacts to possible hibernacula?

[1] Coordinate with the appropriate Service Field Office on recommended best management practices for karst in your state.

*Yes*

46. **Hibernacula AMM 1**

Will the project ensure that, where practicable, a 300 foot buffer will be employed to separate fueling areas and other major containment risk activities from caves, sinkholes, losing streams, and springs in karst topography?

*Yes*

47. **Tree Removal AMM 1**

Can *all* phases/aspects of the project (e.g., temporary work areas, alignments) be modified, to the extent practicable, to avoid tree removal<sup>[1]</sup> in excess of what is required to implement the project safely?

Note: Tree Removal AMM 1 is a minimization measure, the full implementation of which may not always be practicable. Projects may still be NLAA as long as Tree Removal AMMs 2, 3, and 4 are implemented and LAA as long as Tree Removal AMMs 3, 5, 6, and 7 are implemented.

[1] The word "trees" as used in the AMMs refers to trees that are suitable habitat for each species within their range. See the USFWS' current summer survey guidance for our latest definitions of suitable habitat.

*Yes*

48. **Tree Removal AMM 3**

Can tree removal be limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits)?

Yes

49. **Tree Removal AMM 4**

Can the project avoid cutting down/removal of *all* (1) **documented**<sup>[1]</sup> Indiana bat or NLEB roosts<sup>[2]</sup> (that are still suitable for roosting), (2) trees **within** 0.25 miles of roosts, and (3) documented foraging habitat any time of year?

[1] The word documented means habitat where bats have actually been captured and/or tracked.

[2] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry biangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

Yes

50. **Lighting AMM 1**

Will *all* **temporary** lighting be directed away from suitable habitat during the active season?

Yes

## Project Questionnaire

1. Have you made a No Effect determination for *all* other species indicated on the FWS IPaC generated species list?

N/A

2. Have you made a May Affect determination for *any* other species on the FWS IPaC generated species list?

N/A

3. How many acres<sup>[1]</sup> of trees are proposed for removal between 0-100 feet of the existing road/rail surface?

[1] If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

0.54

4. Please describe the proposed bridge work:

*Six driveway culverts will be removed and replaced due to widening UNT to Bruner Creek. These structures do not have INDOT asset numbers; therefore, they have been identified as CV1-CV6 on the attached INDOT Bridge Inspection Forms. The proposed work within UNT to Bruner Creek will also require the extension of the culvert (CLV-56076) carrying UNT 1 to UNT to Bruner Creek, which crosses below US 231 and outlets into UNT to Bruner Creek.*

5. Please state the timing of all proposed bridge work:

*Work is anticipated do begin Fall 2022.*

6. Please enter the date of the bridge assessment:

*Bridge assessments were completed on September 20, 2021.*

## **Avoidance And Minimization Measures (AMMs)**

This determination key result includes the committment to implement the following Avoidance and Minimization Measures (AMMs):

### **LIGHTING AMM 1**

Direct temporary lighting away from suitable habitat during the active season.

### **TREE REMOVAL AMM 2**

Apply time of year restrictions for tree removal when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/ rail surface and **outside of documented** roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed.

### **TREE REMOVAL AMM 3**

Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits).

### **TREE REMOVAL AMM 4**

Do not remove **documented** Indiana bat or NLEB roosts that are still suitable for roosting, or trees within 0.25 miles of roosts, or **documented** foraging habitat any time of year.

### **GENERAL AMM 1**

Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs.

### **HIBERNACULA AMM 1**

For projects located within karst areas, on-site personnel will use best management practices, secondary containment measures, or other standard spill prevention and countermeasures to avoid impacts to possible hibernacula. Where practicable, a 300 foot buffer will be employed to separate fueling areas and other major containment risk activities from caves, sinkholes, losing streams, and springs in karst topography.

### **TREE REMOVAL AMM 1**

Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal.

## **Determination Key Description: FHWA, FRA, FTA Programmatic Consultation For Transportation Projects Affecting NLEB Or Indiana Bat**

This key was last updated in IPaC on April 22, 2021. Keys are subject to periodic revision.

This decision key is intended for projects/activities funded or authorized by the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), and/or Federal Transit Administration (FTA), which may require consultation with the U.S. Fish and Wildlife Service (Service) under Section 7 of the Endangered Species Act (ESA) for the endangered **Indiana bat** (*Myotis sodalis*) and the threatened **Northern long-eared bat** (NLEB) (*Myotis septentrionalis*).

This decision key should only be used to verify project applicability with the Service's [February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects](#). The programmatic biological opinion covers limited transportation activities that may affect either bat species, and addresses situations that are both likely and not likely to adversely affect either bat species. This decision key will assist in identifying the effect of a specific project/activity and applicability of the programmatic consultation. The programmatic biological opinion is not intended to cover all types of transportation actions. Activities outside the scope of the programmatic biological opinion, or that may affect ESA-listed species other than the Indiana bat or NLEB, or any designated critical habitat, may require additional ESA Section 7 consultation.

**INDOT Bridge/Small Structure Bat Inspection Data Sheet (Rev 4/29/2016)**

General Information		
Date of Inspection: 9/20/2021	Initial Inspection <input checked="" type="checkbox"/>	Temp: 73
Time of Inspection: 10:10 A.M.	Follow-up Inspection <input type="checkbox"/>	Wind: 7 mph
County: Dubois	Construction <input type="checkbox"/>	Precip: 0
Inspected by: Dan Logsdon and Rich Connolly		Sunrise: 735    Sunset: 749
GPS Northing: 4237522	Contract Number: Des. 2101215 - Contract - R-44035	Anticipated Start Date for Construction: August 2022
Easting: 503657		
UTM Zone: 16		

Bridge or Culvert	Bridge or Culvert
Stream or Road Crossed: UNT 1 to UNT to Bruner Creek	Station: 24+00
Bridge/Culvert number: CLV-56076	Number of Spans: 1
Type of Structure: <input type="checkbox"/> Concrete box beam <input type="checkbox"/> Steel beam <input type="checkbox"/> Concrete I-beam <input type="checkbox"/> Steel girder <input type="checkbox"/> Concrete bulb tee beam <input type="checkbox"/> Steel pony truss <input type="checkbox"/> Concrete arch <input type="checkbox"/> Welded steel thru girder <input type="checkbox"/> Concrete girder <input type="checkbox"/> Concrete box culvert <input type="checkbox"/> Concrete slab <input type="checkbox"/> Concrete pipe <input type="checkbox"/> Multi-plate arch <input checked="" type="checkbox"/> Corrugated steel pipe <input type="checkbox"/> Other (list):	Material: <input type="checkbox"/> Concrete <input checked="" type="checkbox"/> Steel <input type="checkbox"/> Other (describe):  Shape: <input type="checkbox"/> Box Culvert <input checked="" type="checkbox"/> Pipe <input type="checkbox"/> Arch <input type="checkbox"/> Slab <input type="checkbox"/> Other (describe)
Searched entire structure? If not, why not? Yes	Location of bats or signs of use (w/drawing and photos):  N/A
Bats Present? <input type="checkbox"/> Seen? <input type="checkbox"/> Heard? No	
In Clusters? Number of clusters: N/A	
Number of bats in largest cluster: N/A	
Approximate total number of bats found: N/A	
Signs of previous bat use? <input type="checkbox"/> Guano <input type="checkbox"/> Staining <b>No</b>	

If Bats Present
Date and Time Project Supervisor was notified: N/A
Name of Project Supervisor notified: N/A

**INDOT Bridge/Small Structure Bat Inspection Data Sheet (Rev 4/29/2016)**

General Information		
Date of Inspection: 9/20/2021	Initial Inspection <input checked="" type="checkbox"/>	Temp: 73
Time of Inspection: 9:00 A.M.	Follow-up Inspection <input type="checkbox"/>	Wind: 7 mph
County: Dubois	Construction <input type="checkbox"/>	Precip: 0
Inspected by: Dan Logsdon and Rich Connolly		Sunrise: 735    Sunset: 749
GPS Northing: 4237346	Contract Number: Des. 2101215 - Contract - R-44035	Anticipated Start Date for Construction: August 2022
Easting: 503493		
UTM Zone: 16		

Bridge or Culvert	Bridge or Culvert
Stream or Road Crossed: UNT to Bruner Creek	Station: 16+17
Bridge/Culvert number: CV1	Number of Spans: 1
Type of Structure: <input type="checkbox"/> Concrete box beam <input type="checkbox"/> Steel beam <input type="checkbox"/> Concrete I-beam <input type="checkbox"/> Steel girder <input type="checkbox"/> Concrete bulb tee beam <input type="checkbox"/> Steel pony truss <input type="checkbox"/> Concrete arch <input type="checkbox"/> Welded steel thru girder <input type="checkbox"/> Concrete girder <input checked="" type="checkbox"/> Concrete box culvert <input type="checkbox"/> Concrete slab <input type="checkbox"/> Concrete pipe <input type="checkbox"/> Multi-plate arch <input type="checkbox"/> Corrugated steel pipe <input type="checkbox"/> Other (list):	Material: <input checked="" type="checkbox"/> Concrete <input type="checkbox"/> Steel <input type="checkbox"/> Other (describe):  Shape: <input checked="" type="checkbox"/> Box Culvert <input type="checkbox"/> Pipe <input type="checkbox"/> Arch <input type="checkbox"/> Slab <input type="checkbox"/> Other (describe)
Searched entire structure? If not, why not? Yes	Location of bats or signs of use (w/drawing and photos):  N/A
Bats Present? <input type="checkbox"/> Seen? <input type="checkbox"/> Heard? No	
In Clusters? Number of clusters: N/A	
Number of bats in largest cluster: N/A	
Approximate total number of bats found: N/A	
Signs of previous bat use? <input type="checkbox"/> Guano <input type="checkbox"/> Staining <b>No</b>	

If Bats Present
Date and Time Project Supervisor was notified: N/A
Name of Project Supervisor notified: N/A

**INDOT Bridge/Small Structure Bat Inspection Data Sheet (Rev 4/29/2016)**

General Information		
Date of Inspection: 9/20/2021	Initial Inspection <input checked="" type="checkbox"/>	Temp: 73
Time of Inspection: 9:10 A.M.	Follow-up Inspection <input type="checkbox"/>	Wind: 7 mph
County: Dubois	Construction <input type="checkbox"/>	Precip: 0
Inspected by: Dan Logsdon and Rich Connolly		Sunrise: 735    Sunset: 749
GPS Northing: 4237365	Contract Number: Des. 2101215 - Contract - R-44035	Anticipated Start Date for Construction: August 2022
Easting: 503510		
UTM Zone: 16		

Bridge or Culvert	Bridge or Culvert
Stream or Road Crossed: UNT to Bruner Creek	Station: 17+00
Bridge/Culvert number: CV2	Number of Spans: 1
Type of Structure: <input type="checkbox"/> Concrete box beam <input type="checkbox"/> Steel beam <input type="checkbox"/> Concrete I-beam <input type="checkbox"/> Steel girder <input type="checkbox"/> Concrete bulb tee beam <input type="checkbox"/> Steel pony truss <input type="checkbox"/> Concrete arch <input type="checkbox"/> Welded steel thru girder <input type="checkbox"/> Concrete girder <input checked="" type="checkbox"/> Concrete box culvert <input type="checkbox"/> Concrete slab <input type="checkbox"/> Concrete pipe <input type="checkbox"/> Multi-plate arch <input type="checkbox"/> Corrugated steel pipe <input type="checkbox"/> Other (list):	Material: <input checked="" type="checkbox"/> Concrete <input type="checkbox"/> Steel <input type="checkbox"/> Other (describe):  Shape: <input checked="" type="checkbox"/> Box Culvert <input type="checkbox"/> Pipe <input type="checkbox"/> Arch <input type="checkbox"/> Slab <input type="checkbox"/> Other (describe)
Searched entire structure? If not, why not? Yes	Location of bats or signs of use (w/drawing and photos):  N/A
Bats Present? <input type="checkbox"/> Seen? <input type="checkbox"/> Heard? No	
In Clusters? Number of clusters: N/A	
Number of bats in largest cluster: N/A	
Approximate total number of bats found: N/A	
Signs of previous bat use? <input type="checkbox"/> Guano <input type="checkbox"/> Staining <b>No</b>	

If Bats Present
Date and Time Project Supervisor was notified: N/A
Name of Project Supervisor notified: N/A

**INDOT Bridge/Small Structure Bat Inspection Data Sheet (Rev 4/29/2016)**

General Information		
Date of Inspection: 9/20/2021	Initial Inspection <input checked="" type="checkbox"/>	Temp: 73
Time of Inspection: 9:20 A.M.	Follow-up Inspection <input type="checkbox"/>	Wind: 7 mph
County: Dubois	Construction <input type="checkbox"/>	Precip: 0
Inspected by: Dan Logsdon and Rich Connolly		Sunrise: 735    Sunset: 749
GPS Northing: 4237396	Contract Number: Des. 2101215 - Contract - R-44035	Anticipated Start Date for Construction: August 2022
Easting: 503530		
UTM Zone: 16		

Bridge or Culvert	Bridge or Culvert
Stream or Road Crossed: UNT to Bruner Creek	Station: 18+18
Bridge/Culvert number: CV3	Number of Spans: 1
Type of Structure: <input type="checkbox"/> Concrete box beam <input type="checkbox"/> Steel beam <input type="checkbox"/> Concrete I-beam <input type="checkbox"/> Steel girder <input type="checkbox"/> Concrete bulb tee beam <input type="checkbox"/> Steel pony truss <input type="checkbox"/> Concrete arch <input type="checkbox"/> Welded steel thru girder <input type="checkbox"/> Concrete girder <input checked="" type="checkbox"/> Concrete box culvert <input type="checkbox"/> Concrete slab <input type="checkbox"/> Concrete pipe <input type="checkbox"/> Multi-plate arch <input type="checkbox"/> Corrugated steel pipe <input type="checkbox"/> Other (list):	Material: <input checked="" type="checkbox"/> Concrete <input type="checkbox"/> Steel <input type="checkbox"/> Other (describe):  Shape: <input checked="" type="checkbox"/> Box Culvert <input type="checkbox"/> Pipe <input type="checkbox"/> Arch <input type="checkbox"/> Slab <input type="checkbox"/> Other (describe)
Searched entire structure? If not, why not? Yes	Location of bats or signs of use (w/drawing and photos):  N/A
Bats Present? <input type="checkbox"/> Seen? <input type="checkbox"/> Heard? No	
In Clusters? Number of clusters: N/A	
Number of bats in largest cluster: N/A	
Approximate total number of bats found: N/A	
Signs of previous bat use? <input type="checkbox"/> Guano <input type="checkbox"/> Staining <b>No</b>	

If Bats Present
Date and Time Project Supervisor was notified: N/A
Name of Project Supervisor notified: N/A

**INDOT Bridge/Small Structure Bat Inspection Data Sheet (Rev 4/29/2016)**

General Information		
Date of Inspection: 9/20/2021	Initial Inspection <input checked="" type="checkbox"/>	Temp: 73
Time of Inspection: 9:30 A.M.	Follow-up Inspection <input type="checkbox"/>	Wind: 7 mph
County: Dubois	Construction <input type="checkbox"/>	Precip: 0
Inspected by: Dan Logsdon and Rich Connolly		Sunrise: 735    Sunset: 749
GPS Northing: 4237436	Contract Number: Des. 2101215 - Contract - R-44035	Anticipated Start Date for Construction: August 2022
Easting: 503558		
UTM Zone: 16		

Bridge or Culvert	Bridge or Culvert
Stream or Road Crossed: UNT to Bruner Creek	Station: 19+79
Bridge/Culvert number: CV4	Number of Spans: 1
Type of Structure: <input type="checkbox"/> Concrete box beam <input type="checkbox"/> Steel beam <input type="checkbox"/> Concrete I-beam <input type="checkbox"/> Steel girder <input type="checkbox"/> Concrete bulb tee beam <input type="checkbox"/> Steel pony truss <input type="checkbox"/> Concrete arch <input type="checkbox"/> Welded steel thru girder <input type="checkbox"/> Concrete girder <input checked="" type="checkbox"/> Concrete box culvert <input type="checkbox"/> Concrete slab <input type="checkbox"/> Concrete pipe <input type="checkbox"/> Multi-plate arch <input type="checkbox"/> Corrugated steel pipe <input type="checkbox"/> Other (list):	Material: <input checked="" type="checkbox"/> Concrete <input type="checkbox"/> Steel <input type="checkbox"/> Other (describe):  Shape: <input checked="" type="checkbox"/> Box Culvert <input type="checkbox"/> Pipe <input type="checkbox"/> Arch <input type="checkbox"/> Slab <input type="checkbox"/> Other (describe)
Searched entire structure? If not, why not? Yes	Location of bats or signs of use (w/drawing and photos):  N/A
Bats Present? <input type="checkbox"/> Seen? <input type="checkbox"/> Heard? No	
In Clusters? Number of clusters: N/A	
Number of bats in largest cluster: N/A	
Approximate total number of bats found: N/A	
Signs of previous bat use? <input type="checkbox"/> Guano <input type="checkbox"/> Staining <b>No</b>	

If Bats Present
Date and Time Project Supervisor was notified: N/A
Name of Project Supervisor notified: N/A

**INDOT Bridge/Small Structure Bat Inspection Data Sheet (Rev 4/29/2016)**

General Information		
Date of Inspection: 9/20/2021	Initial Inspection <input checked="" type="checkbox"/>	Temp: 73
Time of Inspection: 9:40 A.M.	Follow-up Inspection <input type="checkbox"/>	Wind: 7 mph
County: Dubois	Construction <input type="checkbox"/>	Precip: 0
Inspected by: Dan Logsdon and Rich Connolly		Sunrise: 735    Sunset: 749
GPS Northing: 4237506	Contract Number: Des. 2101215 - Contract - R-44035	Anticipated Start Date for Construction: August 2022
Easting: 503619		
UTM Zone: 16		

Bridge or Culvert	Bridge or Culvert
Stream or Road Crossed: UNT to Bruner Creek	Station: 22+79
Bridge/Culvert number: CV5	Number of Spans: 1
Type of Structure: <input type="checkbox"/> Concrete box beam <input type="checkbox"/> Steel beam <input type="checkbox"/> Concrete I-beam <input type="checkbox"/> Steel girder <input type="checkbox"/> Concrete bulb tee beam <input type="checkbox"/> Steel pony truss <input type="checkbox"/> Concrete arch <input type="checkbox"/> Welded steel thru girder <input type="checkbox"/> Concrete girder <input checked="" type="checkbox"/> Concrete box culvert <input type="checkbox"/> Concrete slab <input type="checkbox"/> Concrete pipe <input type="checkbox"/> Multi-plate arch <input type="checkbox"/> Corrugated steel pipe <input type="checkbox"/> Other (list):	Material: <input checked="" type="checkbox"/> Concrete <input type="checkbox"/> Steel <input type="checkbox"/> Other (describe):  Shape: <input checked="" type="checkbox"/> Box Culvert <input type="checkbox"/> Pipe <input type="checkbox"/> Arch <input type="checkbox"/> Slab <input type="checkbox"/> Other (describe)
Searched entire structure? If not, why not? Yes	Location of bats or signs of use (w/drawing and photos):  N/A
Bats Present? <input type="checkbox"/> Seen? <input type="checkbox"/> Heard? No	
In Clusters? Number of clusters: N/A	
Number of bats in largest cluster: N/A	
Approximate total number of bats found: N/A	
Signs of previous bat use? <input type="checkbox"/> Guano <input type="checkbox"/> Staining <b>No</b>	

If Bats Present
Date and Time Project Supervisor was notified: N/A
Name of Project Supervisor notified: N/A

**INDOT Bridge/Small Structure Bat Inspection Data Sheet (Rev 4/29/2016)**

General Information		
Date of Inspection: 9/20/2021	Initial Inspection <input checked="" type="checkbox"/>	Temp: 73
Time of Inspection: 9:50 A.M.	Follow-up Inspection <input type="checkbox"/>	Wind: 7 mph
County: Dubois	Construction <input type="checkbox"/>	Precip: 0
Inspected by: Dan Logsdon and Rich Connolly		Sunrise: 735    Sunset: 749
GPS Northing: 4237519	Contract Number:	Anticipated Start Date for
Easting: 503630	Des. 2101215 - Contract - R-44035	Construction:
UTM Zone: 16		August 2022

Bridge or Culvert	Bridge or Culvert
Stream or Road Crossed: UNT to Bruner Creek	Station: 23+33
Bridge/Culvert number: CV6	Number of Spans: 1
Type of Structure: <input type="checkbox"/> Concrete box beam <input type="checkbox"/> Steel beam <input type="checkbox"/> Concrete I-beam <input type="checkbox"/> Steel girder <input type="checkbox"/> Concrete bulb tee beam <input type="checkbox"/> Steel pony truss <input type="checkbox"/> Concrete arch <input type="checkbox"/> Welded steel thru girder <input type="checkbox"/> Concrete girder <input checked="" type="checkbox"/> Concrete box culvert <input type="checkbox"/> Concrete slab <input type="checkbox"/> Concrete pipe <input type="checkbox"/> Multi-plate arch <input type="checkbox"/> Corrugated steel pipe <input type="checkbox"/> Other (list):	Material: <input checked="" type="checkbox"/> Concrete <input type="checkbox"/> Steel <input type="checkbox"/> Other (describe):  Shape: <input checked="" type="checkbox"/> Box Culvert <input type="checkbox"/> Pipe <input type="checkbox"/> Arch <input type="checkbox"/> Slab <input type="checkbox"/> Other (describe)
Searched entire structure? If not, why not? Yes	Location of bats or signs of use (w/drawing and photos):  N/A
Bats Present? <input type="checkbox"/> Seen? <input type="checkbox"/> Heard? No	
In Clusters? Number of clusters: N/A	
Number of bats in largest cluster: N/A	
Approximate total number of bats found: N/A	
Signs of previous bat use? <input type="checkbox"/> Guano <input type="checkbox"/> Staining <b>No</b>	

If Bats Present
Date and Time Project Supervisor was notified: N/A
Name of Project Supervisor notified: N/A

US 231 Drainage Improvements  
Dubois County, Indiana  
Des. No. 2101215

**Appendix D: Section 106 of the NHPA**

## Minor Projects PA Project Assessment Form

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**Date:** 1/27/2022

**Project Designation Number:** 2101215

**Route Number:** US 231

**Project Description:** Drainage Ditch Correction Project from 1.20 miles south of SR 64 to 0.88 mile south of SR 64

The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) intend to proceed with a drainage improvement project along US 231 in the Town of Huntingburg, Indiana. The project is located 1.20 miles south of State Road (SR) 64 to 0.88 mile south of SR 64 in Patoka Township, Dubois County, Indiana. The proposed project is anticipated to include drainage improvements which are expected to include an increase in the roadside ditch and driveway culvert capacities as well as the addition of one storm water detention basin added to the east side of US 231. The existing driveway culverts will be replaced with 6' by 4', 7' by 3.5', and 4' by 4' reinforced concrete box culverts. The different culvert size depends on the location of the culvert as well as achieving necessary cover. The ditch will be widened and shifted approximately 15 feet east of its current location. The new ditch bottom will vary between 4' and 7'. Traffic is anticipated to be maintained on US 231, but temporary road closures are possible.

Existing drainage structures include seven culverts and two storm sewer systems. Six of the culverts are for driveways and are within the steam/ditch. The drive culverts are a mix of reinforced concrete pipes (RCP) and corrugated metal pipes (CMP) all 48" in diameter with the exception of one 55" span by 39" rise box culvert. The seventh is a culvert draining into the ditch under US 231. A 30" diameter CMP culvert runs under US 231 approximately 460 feet south of E 4th Street draining the east side of the road to the west side. One storm sewer drains into the ditch on the south end of the project and the other is the outlet at the north end of the project. The ditch starts with a 48" span by 36" rise concrete box culvert under Chestnut Street.

There will be is 0.95 acre of permanent and 0.02 acre of temporary right-of-way acquisition from the adjacent residential properties for this project.

**Feature crossed (if applicable):**

**City/Township:** Huntingburg/Patoka Township

**County:** Dubois County

**Information reviewed (please check all that apply):**

- General project location map     USGS map     Aerial photograph     Interim Report  
 Written description of project area     General project area photos     Soil survey data  
 Previously completed historic property reports     Previously completed archaeology reports  
 Bridge Inspection Information     SHAARD     SHAARD GIS     Streetview Imagery

**Other (please specify):** Indiana Historic Building, Bridges, and Cemeteries Map (IHBCM); County GIS data (accessed via <https://duboisin.wthgis.com/>); Bridge Inspection Application System (BIAS); project information provided by HNTB Corporation dated 11/3/2021 and on file at INDOT-CRO;

Harth, Aaron L. and Michael Curran  
2022 A Phase Ia Archaeological Reconnaissance for a Proposed HMA Overlay and Drainage Improvement Project on US 231 from 1.20 Miles South of SR 64 to 0.88 Mile South of SR 64 in Huntingburg, Dubois County, Indiana (INDOT Des. No. 2101215). Contract Publication Series 21-396, Cultural Resource Analysts, Evansville.

**Please specify all applicable categories and condition(s) (applicable conditions are highlighted):**

B-9. Installation, replacement, repair, lining, or extension of culverts and other drainage structures under the conditions listed below **[BOTH Condition A, which pertains to Archaeological Resources, and Condition B, which pertains to Above-Ground Resources, must be satisfied]:**

**Condition A (Archaeological Resources)**

One of the two conditions listed below must be met (*EITHER Condition i or Condition ii must be satisfied*):

- i. Work occurs in previously disturbed soils; *OR*
- ii. Work occurs in undisturbed soils and an archaeological investigation conducted by the applicant and reviewed by INDOT Cultural Resources Office determines that no National Register-listed or potentially National Register-eligible archaeological resources are present within the project area. If the archaeological investigation locates National Register-listed or potentially National Register-eligible archaeological resources, then full Section 106 review will be required. Copies of any archaeological reports prepared for the project will be provided to the DHPA and any archaeological site form information will be entered directly into the SHAARD by the applicant. The archaeological reports will also be available for viewing (by Tribes only) on INSCOPE.

**Condition B (Above-Ground Resources)**

One of the conditions below must be met (*EITHER Condition i or Condition ii must be satisfied*):

- i. Work does not involve installation of a new culvert and other drainage structure, and there are no impacts to unusual features, including but not limited to historic brick or stone sidewalks, curbs or curb ramps, stepped or elevated sidewalks and retaining walls, under one of the following conditions (*Condition a, Condition b, or Condition c must be satisfied*):
  - a. The structure exhibits no wood, stone, or brick structures or parts therein; *OR*
  - b. The structure exhibits only modern wood, stone, or brick structures or parts therein; *OR*
  - c. The structure exhibits non-modern wood, stone, or brick structures or parts therein and the following conditions are met (*BOTH Condition 1 AND Condition 2 must be met*):
    1. Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource; *AND*
    2. The structure lacks sufficient integrity and/or a context that suggests it might have engineering or historical significance. Under this condition, a qualified professional (meeting the Secretary of Interior's Professional Qualification standards [48 Federal Register (FR) 44716]) must prepare an analysis and justification that the structure lacks sufficient integrity and/or a context that suggests it might have engineering or historical significance. This documentation must be reviewed and approved by INDOT Cultural Resources Office.
- ii. Work involves the installation of a new culvert and other drainage structures *AND/OR* there may be impacts to unusual features, including historic brick or stone sidewalks, curbs or curb ramps, stepped or elevated sidewalks and retaining walls, under the following conditions (*BOTH Condition a and Condition b must be satisfied*):
  - a. Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource; *AND*
  - b. The subject structure exhibits one of the characteristics described below (*Condition 1, Condition 2 or Condition 3 must be satisfied*).
    1. The structure exhibits no wood, stone, or brick structures or parts therein; *OR*
    2. The structure exhibits only modern wood, stone, or brick structures or parts therein; *OR*

3. The structure exhibits non-modern wood, stone, or brick structures or parts therein but lacks sufficient integrity and/or a context that suggests it might have engineering or historical significance. Under this condition, a qualified professional (meeting the Secretary of Interior’s Professional Qualification standards [48 Federal Register (FR) 44716]) must prepare an analysis and justification that the structure lacks sufficient integrity and/or a context that suggests it might have engineering or historical significance. This documentation must be reviewed and approved by INDOT Cultural Resources Office.

**Are there any commitments associated with this project? If yes, please explain and include in the Additional Comments Section below.**      yes       no

**Does the project result in a de minimis impact to a Section 4(f) protected historic resource? If yes, please explain in the Additional Comments Section below.**      yes       no

**Additional comments:**

**Above-ground Resources**

An INDOT-Cultural Resources Office (CRO) historian who meets the Secretary of the Interior’s Professional Qualification Standards as per 36 CFR Part 61 first performed a desktop review, checking the Indiana Register of Historic Sites and Structures (State Register) and National Register of Historic Places (National Register) lists for Dubois County. No listed resources are present within 0.15 mile of the project area, a distance that would serve as an adequate area of potential effects (APE) given the scope of the project and the surrounding terrain.

The Indiana Historic Sites and Structures Inventory (IHSSI) and National Register information for Dubois County are available in the Indiana State Historic Architectural and Archaeological Research Database (SHAARD) and the Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBCM). All sites were reviewed through the IHBBCM, which contains the most recently updated SHAARD information. The following IHSSI resource is recorded within 0.15 mile of the project: IHSSI #037-287-49115 (Fairmount Cemetery; US 231; c. 1880-present; “contributing”).

According to the IHSSI rating system, generally properties rated "contributing" do not possess the level of historical or architectural significance necessary to be considered individually National Register eligible, although they would contribute to a historic district. If they retain material integrity, properties rated “notable” might possess the necessary level of significance after further research. Properties rated “outstanding” usually possess the necessary level of significance to be considered National Register eligible if they retain material integrity. Historic districts identified in the IHSSI are usually considered eligible for the National Register.

Land surrounding the project area is suburban with commercial and residential buildings lining the project area and agricultural fields beyond the roadway. Given the nature of the project scope and the surrounding built environment, only those properties that are immediately adjacent to the project have the potential to be impacted by it.

There are 14 above-ground properties adjacent to the project area. Of those 14, four (4) will not be 50 years old or older by project letting in 2022. Nine (9) of the remaining properties date to the mid-twentieth century and one dates to the early twentieth century. None of the mid-twentieth century properties appear to meet the *Residential Planning and Development in Indiana, 1940-1973* requirements to be individually eligible to the National Register and there is no evident mid-twentieth century historic district present. Additionally, there is no evidence that the early twentieth-century residential building possesses the cultural integrity or retains the material integrity necessary to be considered individually eligible to the National Register.

Based on the available information, as summarized above, no above-ground concerns exist as long as the project scope does not change.

### **Archaeological Resources**

An INDOT-CRO archaeologist who meets the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61 reviewed the Phase Ia field reconnaissance survey report completed for the project by Cultural Resource Analysts (CRA) (Harth and Curran 2022). No archaeological sites were previously recorded within or adjacent to the project area. A 9.61-acre survey area was investigated via systematic shovel probing, pedestrian survey, and visual inspection of previously disturbed areas. Site 12-Du-1257 was newly recorded as a result of the survey. This site, an unidentified prehistoric lithic scatter and late 19<sup>th</sup> through 20<sup>th</sup> century historical scatter, was evaluated to be ineligible for the National Register, and no further work was recommended (Harth and Curran 2022). Therefore, there are no archaeological concerns as long as the project scope does not change.

**Accidental Discovery:** If any archaeological artifacts or human remains are uncovered during construction, demolition, or earth moving activities, construction within 100 feet of the discovery will be stopped, and the INDOT Cultural Resources Office and the Division of Historic Preservation and Archaeology will be notified immediately.

**INDOT Cultural Resources staff reviewer(s):** Kelyn Alexander and Matt Coon

*\*\*\*Be sure to attach this form to the National Environmental Policy Act documentation for this project. Also, the NEPA documentation shall reference and include the description of the specific stipulation in the PA that qualifies the project as exempt from further Section 106 review.*

**A PHASE IA ARCHAEOLOGICAL RECONNAISSANCE  
FOR A PROPOSED HMA OVERLAY AND DRAINAGE  
IMPROVEMENT PROJECT ON US 231 FROM 1.20 MILES  
SOUTH OF SR 64 TO 0.88 MILE SOUTH OF SR 64 IN  
HUNTINGBURG, DUBOIS COUNTY, INDIANA  
(INDOT DES. NO. 2101215)**

by  
Aaron L. Harth  
With a contribution by Michael Curran

*Prepared for*

Richard Connelly  
HNTB Corporation  
111 Monument Circle, Suite 1200  
Indianapolis, IN 46204  
(317) 636-4682  
rconnelly@hntb.com

Excerpt taken from the Phase IA  
Archaeological Reconnaissance  
for the US 231 Drainage  
Improvement Project

*Prepared by*

Cultural Resource Analysts, Inc.  
201 NW 4th Street, Suite 204  
Evansville, Indiana 47708  
Phone: (812) 253-3009  
Fax: (812) 253-3010  
Email: amartin@crai-ky.com  
CRA Project No.: I210365



Lisa J. Kelley, RPA 4535  
Principal Investigator

December 10, 2021

Lead Agency: Indiana Department of Transportation Des. No.: 2101215  
Indiana State Museum Accession #: 71.19.1830

# ABSTRACT

On October 5th and 6th, 2021, Cultural Resource Analysts, Inc., personnel conducted a phase Ia archaeological reconnaissance for an HMA overlay and drainage improvement project on United States Highway 231 in Huntingburg, Dubois County, Indiana (Indiana Department of Transportation Designation Number 2101215). The survey was conducted at the request of HNTB Corporation with the purpose of identifying archaeological resources that could be affected by the project and assessing their eligibility for the National Register of Historic Places. The survey area for the proposed project has a total length of approximately 650 m (2,133 ft) and encompasses approximately 3.89 ha (9.61 acres) of new, temporary, and existing right-of-way. The survey area was investigated using methods consisting of systematic screened shovel testing, pedestrian survey, limited bucket auger excavation, and visual inspection of obviously disturbed areas.

Prior to conducting this survey, an archaeological records review was completed using the Indiana Division of Historic Preservation and Archaeology's State Historic Architectural and Archaeological Research Database. The review indicated that there are no previously recorded sites mapped near the survey area. In addition, no previously conducted archaeological investigations have been recorded within or near the survey area.

As a result of the current survey, one new archaeological site (12Du1257) was recorded. Site 12Du1257 is a multicomponent site that consists of a prehistoric lithic scatter with an unidentified prehistoric component and a late nineteenth- through twentieth-century historic artifact scatter. Overall, the portion of this site that was investigated within the survey area lacked the potential to provide important information regarding the prehistory or history of this region and is recommended not eligible for inclusion in the National Register of Historic Places. Because this site extends outside of the current survey area, the National Register of Historic Places eligibility status of the entire site could not be fully assessed beyond the limits of the survey. Nevertheless, the portion of the site that was investigated as a result of the current survey demonstrated poor archaeological integrity. In addition, no buried archaeological deposits or soils consistent with deep well-drained alluvium were identified in the bucket augers conducted on the floodplain. Therefore, no further work is recommended for the site, no additional deep testing is recommended for the project, and archaeological clearance is recommended for the proposed project.

US 231 Drainage Improvements  
Dubois County, Indiana  
Des. No. 2101215

**Appendix E: Red Flag and Hazardous Materials**



# INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
ICGN 758-ES  
Indianapolis, Indiana 46204

PHONE: (855) 463-6848  
FAX: (855) INDOT4U

**Eric Holcomb, Governor**  
**Mike Smith, Commissioner**

Date: March 21, 2022  
To: Site Assessment & Management (SAM)  
Environmental Policy Office - Environmental Services Division (ESD)  
Indiana Department of Transportation  
100 N Senate Avenue, Room 758-ES  
Indianapolis, IN 46204

From: Dan Logsdon  
HNTB Corporation  
111 Monument Circle, Suite 1200  
Indianapolis, IN 46204  
dlogsdon@hntb.com

Re: RED FLAG INVESTIGATION  
DES #2101215, State Project  
Drainage Improvements  
US 231, 1.20 Miles South of SR 64 to 0.88 Mile South of SR 64  
Dubois County, Indiana

## PROJECT DESCRIPTION

Brief Description of Project: The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) intend to proceed with a drainage improvement project along US 231 in the Town of Huntingburg, Indiana. The project is located 1.20 miles south of State Road (SR) 64 to 0.88 mile south of SR 64 in Patoka Township, Dubois County, Indiana. The proposed project is anticipated to include drainage improvements which is expected to include an increase in the roadside ditch and driveway culvert capacities as well as the addition of water detention areas. Shoulder widening will be completed and the existing pavement along Us 231 will be milled and overlaid with hot mix asphalt (HMA). Traffic is anticipated to be maintained on US 231, but temporary road closures are possible.

Bridge and/or Culvert Project: Yes  No  Structure #

If this is a bridge project, is the bridge Historical? Yes  No  , Select  Non-Select

(Note: If the project involves a historical bridge, please include the bridge information in the Recommendations Section of the report).

Proposed right of way: Temporary  0.2 acre Permanent  1.5 acres, Not Applicable

Type and proposed depth of excavation: Excavation of roadside fill material to an approximate depth of 10 feet will be necessary for the installation of modified drainage structures.

Maintenance of traffic: During construction, traffic will be maintained on US 231 using flagging operations. Temporary road closures are possible for this section of roadway and may be required for pipe and drainage work.

Work in waterway: Yes  No  Below ordinary high water mark: Yes  No

State Project:  LPA:

Any other factors influencing recommendations: N/A

## **INFRASTRUCTURE TABLE AND SUMMARY**

<b>Infrastructure</b>			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Religious Facilities	<b>1*</b>	Recreational Facilities	<b>2</b>
Airports <sup>1</sup>	<b>1</b>	Pipelines	<b>N/A</b>
Cemeteries	<b>1*</b>	Railroads	<b>N/A</b>
Hospitals	<b>N/A</b>	Trails	<b>N/A</b>
Schools	<b>1*</b>	Managed Lands	<b>N/A</b>

<sup>1</sup>In order to complete the required airport review, a review of public-use airports within 3.8 miles (20,000 feet) is required.

### Explanation:

Religious Facilities\*: Although not mapped on the GIS layer, one (1) religious facility was identified within the 0.5 mile search radius. The religious facility, Central Christian Church, is located 0.14 mile south of the project area. No impact is expected.

Airports<sup>1</sup>: Although not located within the 0.5 mile search radius, one (1) public-use airport, Huntingburg Regional Airport, is mapped within 3.8 miles (20,000 feet) of the project area. The public-use airport is located 2.33 mile southeast of the project area; therefore, early coordination with INDOT Aviation will occur.

Cemeteries\*: One (1) cemetery is located within the 0.5 mile search radius. The cemetery, Fairmount Cemetery, is located 0.18 mile south of the project area. No impact is expected.

Schools\*: Although not mapped on the GIS layer, (1) school was identified within the 0.5 mile search radius. The school, Southridge Middle School, is located 0.43 mile southeast of the project area. No impact is expected.

Recreational Facilities: Two (2) recreational facilities are located within the 0.5 mile search radius. The nearest facility, Huntingburg Southside Park, is located 0.27 mile southeast of the project area. No impact is expected.

## **WATER RESOURCES TABLE AND SUMMARY**

<b>Water Resources</b>			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
NWI - Points	<b>N/A</b>	Canal Routes - Historic	<b>N/A</b>
Karst Springs	<b>N/A</b>	NWI – Wetlands	<b>8</b>
Canal Structures – Historic	<b>N/A</b>	Lakes	<b>8</b>
NPS NRI Listed	<b>N/A</b>	Floodplain – DFIRM	<b>N/A</b>
NWI-Lines	<b>N/A</b>	Cave Entrance Density	<b>N/A</b>
IDEM 303d Listed Streams and Lakes (Impaired)	<b>N/A</b>	Sinkhole Areas	<b>N/A</b>
Rivers and Streams	<b>10</b>	Sinking-Stream Basins	<b>N/A</b>

Explanation:

Rivers and Streams: Ten (10) stream segments are located within the 0.5 mile search radius. The nearest stream segment, a potential unnamed tributary (UNT) to Bruner Creek, is located 0.10 mile north of the project area. Due to the proposed project's effect on the adjacent roadside ditch, and the potential that the ditch is a captured stream and will be considered jurisdictional, it is possible that additional water resources are located within the project area. A Waters of the US report will be prepared and coordination with INDOT EWPO will occur.

NWI – Wetlands: Eight (8) wetlands are located within the 0.5 mile search radius. The nearest wetland is located 0.27 mile east of the project area. No impact is expected.

Lakes: Eight (8) lakes are located within the 0.5 mile search radius. The nearest lake is located 0.18 mile southwest of the project area. No impact is expected.

**MINING AND MINERAL EXPLORATION TABLE AND SUMMARY**

<b>Mining/Mineral Exploration</b>			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Petroleum Wells	2	Mineral Resources	N/A
Mines – Surface	2	Mines – Underground	N/A

Explanation:

Petroleum Wells: Two (2) petroleum wells are located within the 0.5 mile search radius. The nearest petroleum well, Milford Burkett, is located 0.22 mile south of the project area. No impact is expected.

Mines – Surface: Two (2) surface mines are located within the 0.5 mile search radius. The nearest surface mine, Huntingburg Mine., is located 0.21 mile west of the project area. No impact is expected.

**HAZARDOUS MATERIAL CONCERNS TABLE AND SUMMARY**

<b>Hazardous Material Concerns</b>			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Superfund	N/A	Manufactured Gas Plant Sites	N/A
RCRA Generator/ TSD	1	Open Dump Waste Sites	N/A
RCRA Corrective Action Sites	N/A	Restricted Waste Sites	N/A
State Cleanup Sites	N/A	Waste Transfer Stations	N/A
Septage Waste Sites	N/A	Tire Waste Sites	N/A
Underground Storage Tank (UST) Sites	2	Confined Feeding Operations (CFO)	N/A
Voluntary Remediation Program	N/A	Brownfields	N/A
Construction Demolition Waste	N/A	Institutional Controls	N/A
Solid Waste Landfill	N/A	NPDES Facilities	4
Infectious/Medical Waste Sites	N/A	NPDES Pipe Locations	N/A
Leaking Underground Storage (LUST) Sites	N/A	Notice of Contamination Sites	N/A

Unless otherwise noted, site specific details presented in this section were obtained from documents reviewed on the Indiana Department of Environmental Management (IDEM) Virtual File Cabinet (VFC).

Explanation:

RCRA Generator/TSD: One (1) RCRA Generator/TSD site is located within the 0.5 mile search radius. The nearest RCRA Generator/TSD Site, OFS Brands Incorporated Plant 2 (419 North Washington Street, Huntingburg, IN 47542, AI ID# 238), is located 0.44 mile northeast of the site. No impact is expected.

Underground Storage (UST) Sites: Two (2) UST Sites are located within the 0.5 mile search radius. The nearest UST Site, Casey's General Store 2385 (302 South Main Street, Huntingburg, IN 47542, AI ID# 4694), is located 0.17 mile northeast of the site. IDEM conducted an Underground Storage Tank Inspection on May 4, 2016, and the facility was found to be in compliance with equipment, operating, maintenance and financial responsibility requirements set forth in Indiana's UST Rule 329 IAC 9. No impact is expected.

NPDES Facilities: Four (4) NPDES Facilities are located within the 0.5 mile search radius. The nearest NPDES Facility, Dollar General Store (317 East 1<sup>st</sup> Street, Huntingburg, IN 47542, Permit # INRA00946), is located 0.29 mile northeast of the site. No impact is expected.

### **ECOLOGICAL INFORMATION SUMMARY**

The Dubois County listing of the Indiana Natural Heritage Data Center information on endangered, threatened, or rare (ETR) species and high quality natural communities are provided at [https://www.in.gov/dnr/naturepreserve/files/np\\_dubois.pdf](https://www.in.gov/dnr/naturepreserve/files/np_dubois.pdf). A preliminary review of the Indiana Natural Heritage Database by INDOT ESD did not indicate the presence of ETR species within the 0.5 mile search radius. Coordination with USFWS and IDNR will occur.

A review of the USFWS database did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to the most recent "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects".

### **RECOMMENDATIONS SECTION**

Include recommendations from each section. If there are no recommendations, please indicate N/A:

#### **INFRASTRUCTURE:**

Airports: Although not located within the 0.5 mile search radius, one (1) public-use airport, Huntingburg Regional Airport, is mapped within 3.8 miles (20,000 feet) of the project area. Coordination with INDOT Aviation will occur.

#### **WATER RESOURCES:**

A Waters of the US Report is recommended due to the proposed project's effect on the adjacent roadside ditches, and the potential that the ditches are captured, jurisdictional streams located within the project area. A Waters of the US report will be prepared and coordination with INDOT EWPO will occur.

MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS: N/A

ECOLOGICAL INFORMATION: Coordination with USFWS and IDNR will occur. The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to the most recent "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects".

INDOT ESD concurrence: Chad Pitcher, CHMM  Digitally signed by Chad Pitcher, CHMM  
Date: 2022.03.29 11:59:22 -04'00' (Signature)

Prepared by:  
Dan Logsdon  
Scientist II  
HNTB Corporation

**Graphics:**

A map for each report section with a 0.5 mile search radius buffer around all project area(s) showing all items identified as possible items of concern is attached. If there is not a section map included, please change the YES to N/A:

SITE LOCATION: YES

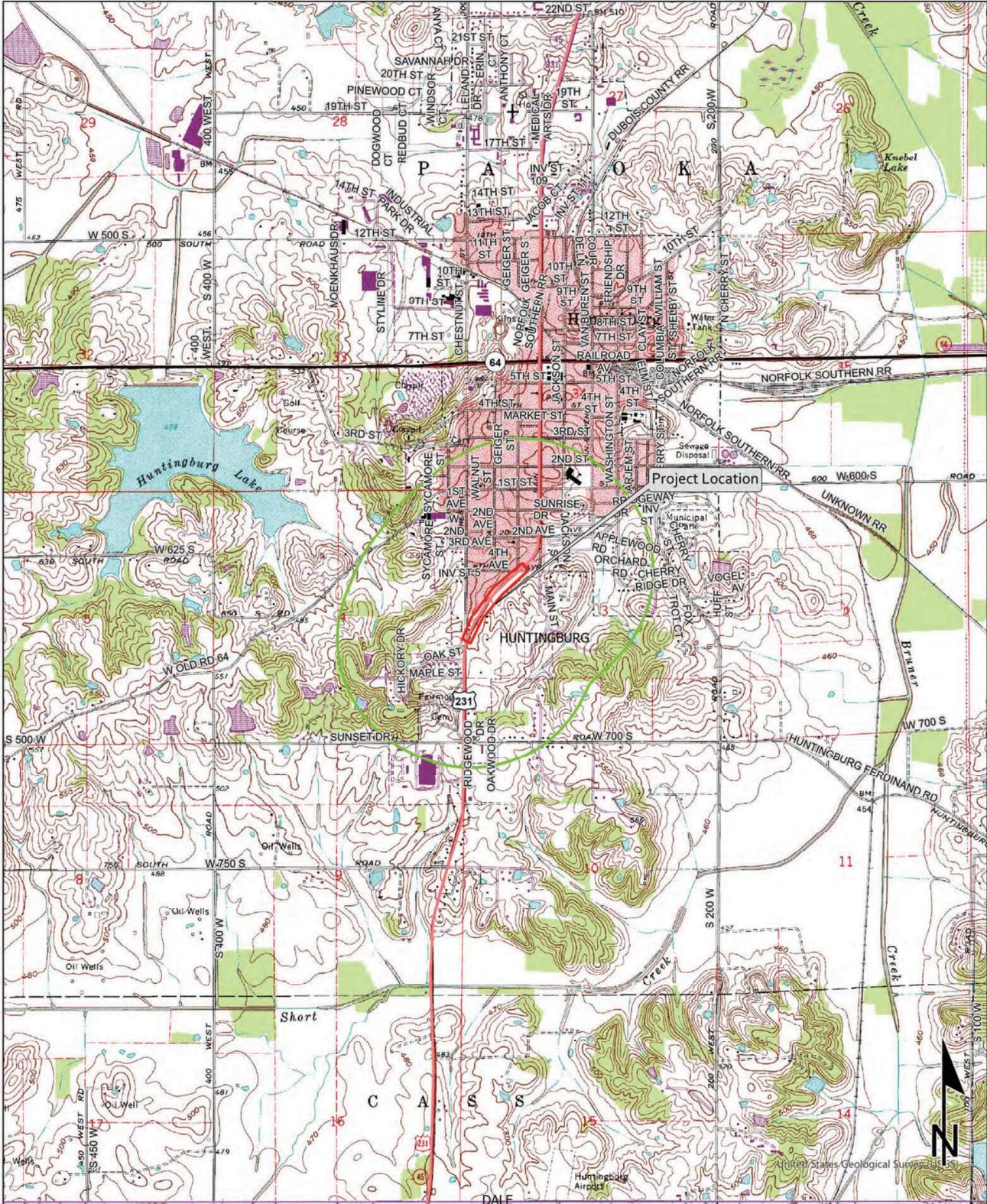
INFRASTRUCTURE: YES

WATER RESOURCES: YES

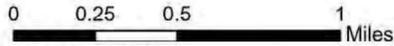
MINING/MINERAL EXPLORATION: YES

HAZARDOUS MATERIAL CONCERNS: YES

**Red Flag Investigation - Site Location**  
**US 231 From 1.20 Miles South of SR 64 to 0.88 Mile South SR 64**  
**Des. No. 2101215, HMA Overlay and Drainage Improvements**  
**Dubois County, Indiana**



**Sources:**  
**Non Orthophotography**  
**Data** - Obtained from the State of Indiana Geographical Information Office Library  
**Orthophotography** - Obtained from Indiana Map Framework Data ([www.indianamap.org](http://www.indianamap.org))  
**Map Projection:** State Plane Indiana West (FIPS 1301 Ft US)  
**Map Datum:** NAD83



This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

**HUNTINGBURG**  
**QUADRANGLES INDIANA**  
**7.5 MINUTE SERIES**  
**(TOPOGRAPHIC)**